The New-York Times.

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WASHINGTON NEWS.

The Order for Gen. Sheridan's Removal Issued.

Gen. Grant Protests Against It, but the President Insists.

Gen. Thomas to Command the Fifth District.

Gen. Sheridan to be Sent to Missouri.

Rumored Removal of Secretary McCulloch.

Special Dispatches to the New-York Times.

WASHINGTON, Monday, Aug. 19.

GEN. SHERIDAN TO BE RELIEVED.

The President has sent to Gen. GRANT a positive order relieving Gen. SHERIDAN, which he has directed him to transmit. The order relieves Gen. SHERIDAN, and orders him to the command of the Department of Missouri, in place of Gen. HANCOCK, who goes to the Department of the Tennessee to relieve Gen. THOMAS, who has been ordered to relieve Gen. SHERIDAN. This Presidential order was received by Gen. GRANT this morning, and was positive in its terms, leaving no alternative but compliance. Nevertheless, it is known that Gen. GRANT visited the President about 1 o'clock to-day, and entered his earnest protest against the movement, but the President was immovable, and the order will be transmitted with instructions through the Adjutant-General's office to-morrow. The order directing the change has not been made public, neither have the views of Gen. GRANT upon the subject, which are understood to have been expressed in writing. There is the best authority for stating that he regards the movement as most unfortunate, though the change of SHERIDAN for THOMAS will not change the character of the execution of the laws, unless the latter should be hampered by new instructions.

SECRETARY M'CULLOCH.

Although there is no reason to believe that any further Cabinet changes will be made, it is an undeniable fact that the virulent attacks on Secretary McCULLOCH now emanating from certain quarters are with a view of effecting his removal. Numerous names are mentioned in connection with the office, but none more prominently than that of JOHN J. CISCO, Esq., of New-York. There is no probability, however, that the opposition to Secretary McCULLOCH will effect anything, although it proceeds from quarters generally deemed friendly to the Administration.

SECRETARY STANTON.

The Soldiers' and Sailors' Union of Washington, at a meeting held to-night, passed a series of strongly denunciatory resolutions on the removal of Secretary STANTON.

JUDGE ADVOCATE-GENERAL HOLT.

The story that Judge Advocate-General HOLT has been granted a leave of absence until the 5th of September, preparatory to his removal, has no foundation further than that on the 5th inst. he was granted a month's leave by Secretary STANTON, which he was enjoying when the late assault on him was made, when he returned to the city.

INDIAN COMMISSIONERS.

Gen. SULLY, who accompanied Col. PARKER, of Gen. GRANT's staff, on their expedition up the Missouri River to confer with the tribes of Indians in that region, is expected to arrive in the city to-morrow, when they will deliver the records of their various conferences and make their report speedily to the Secretary of the Interior, under whose authority they acted. They were absent nearly six months, and held consultations with nearly all the bands on the Missouri as far up as the Yellowstone, some twenty-five or thirty in number. The Crows were the principal tribe they did not reach, owing to their great distance up the river. The Indians generally manifested a friendly disposition, and the conferences resulted in the Commission obtaining a great deal of information as to the feelings, desires and general disposition of the Indians. They were not authorized to treat with any of the bands, and they can therefore report no result beyond those already intimated.

THE FIFTEEN CENT FRACTIONAL CURRENCY.

The Treasury Department is in daily receipt of small remittances for the new fifteen cent fractional currency issue. The public should understand these remittances are useless, as the Secretary of the Treasury will probably decide against the issue of this denomination.

PERSONAL MATTERS.

Secretary BROWNING is again sick, having been taken ill with a congestive chill at his office to-day.

The Acting Attorney-General is said to be preparing another statement in the Ashley-Butler-Conover matter. Another one will probably bring Mr. STANBERY back.

Gen. PELOUZE, of the War Department, goes to the Department of the Dakotah on special duty, and will return here on its completion.

To the Associated Press.

WASHINGTON, Monday, Aug. 19.

AFFAIRS AT THE TREASURY.

The amount in the United States Treasury to-day is $87,000,000 in currency, $89,000,000 in coin, and $20,000,000 in old certificates.

The following amounts have been received from the Customs at the cities named, from the 1st to the 10th of August:

Boston	$466,139
New-York	3,792,606
Philadelphia	229,316
Baltimore	120,926
New-Orleans	59,626
Total	$4,670,413

PUBLIC LAND SURVEYS.

The Commissioner of the General Land Office has just received from the Surveyor-General at Olympia, Washington Territory, returns of the survey of Township No. 22 North range, 5 East Willamette meridian, covering an area of 23,000 acres, situated in King County in that territory. The tract is watered by the White River and several large lakes. The general surface is level, lying at an elevation of about three hundred feet above the level of White River bottom. The timber is chiefly hemlock and fir, which in many places is very dense and of an excellent quality; also cedar, maple, alder, balm, ash and cherry, the latter on the high table lands.

Commissioner WILSON is also in receipt of advices from Colorado, stating that the Surveyor-General has closed a contract for the survey of lands on Clear Creek, a short distance West of Golden City, in that territory.

The Commissioner of the General Land Office has issued instructions to the local officers at St. Peter, Minn., ordering the withdrawal from sale, preemption or homestead entry of the odd numbered sections of land lying within twenty miles on each side of the line of the Winona and St. Peter Railroad, as designated on a map filed by the State authorities, under the act of March 3, 1865.

In reply to a question as to whether a party who had made a homestead entry, and transmitted the same to a warrant location, could take another homestead, the Commissioner of the General Land Office has decided that as the sixth section of the law provides that "No individual shall be permitted to acquire title to more than one quarter section under the provisions of this act," when a settler makes a payment and acquires a title under the fifth section of the law, he thereby exhausts his rights under the same, and cannot make another entry.

THE FORT KEARNY MASSACRE.

Gen. SULLY and Col. PARKER, of the Fort Phil. Kearny Investigation Committee, returned to Washington last night from their six months' tour in the Indian country. They will now commence the preparation of a report to the Secretary of the Interior.

MOWING MACHINES AT THE PARIS EXPOSITION.

The result of the trials of reaping and mowing machines at the Paris Exhibition is correctly stated as follows: The number of mowers entered for competition was seventeen, and of reapers sixteen, being the products of several nationalities. The superiority of the American machines soon became apparent, and it was evident that the contest would be among themselves. The decision of the jury is as follows:

Mowing—The W. A. Wood mower, No. 1; the J. G. Perry mower, No. 2, and the C. H. McCormick mower, No. 3.

Reaping—C. H. McCormick's reaper, No. 1; Seymour, Morgan & Allen's reaper, No. 2, and W. A. Wood's reaper, No. 3.

These results, the account received here says, will add to our successes probably two more gold, two silver and two bronze medals. None of the other machines are rated higher than honorable mention or bronze.

CONSUL-GENERAL RECOGNIZED.

The President has recognized FREDERICK KUHNE as Consul-General of the Grand Duchy of Mecklenburgh Schwerin at New-York.

ISSUE OF PATENTS.

For the week ending to-morrow, the 20th inst., 226 patents will be issued from the Patent Office. During the past week 565 applications and 90 caveats have been filed.

ARMY AND NAVY INTELLIGENCE.

Capt. Ammen has been detached from special duty at Washington, and ordered to command the steamer *Piscataqua*. Brevet Brig.-Gen. Pelouse has been ordered to the Department of the Dakota, under special instructions from the War Department to return to Washington on completion of duty. Brevet Major-Gen. Howe has been ordered to report for assignment to Gen. Schofield. First Lieuts. Ruffner and Mallory, of the Corps of Engineers, and Second Lieuts. J. E. Griffith, Houpt and William E. Rogers, have been ordered to report to Brevet Brig.-Gen. Reynolds, at Detroit, Mich., for duty on the survey of the lakes. Second Lieuts. Turtle, Powell and Hinman have been ordered to report to Gen. Abbott, at Willard's Point, for duty with the Engineer Battalion. Major and Brevet Lieut.-Col. H. C. Wood, A. A. G., has been assigned to duty at Headquarters District of Columbia.

MARYLAND.

Matters and Things Political—The State Constitutional Convention.

Correspondence of the New-York Times.

BALTIMORE, Friday, Aug. 16, 1867.

Our State Constitutional Convention, to the joy of everybody concerned, is at last about to adjourn. The proposed new Constitution will be submitted to the people for ratification or rejection on the 18th of September prox.

Under the new Constitution, should it be adopted, all white male citizens of the age of twenty-one years and upward will be entitled to vote. All the distinctions in regard to loyalty made by the present Constitution are entirely obliterated. The Governor will have, for the first time in the history of our State, the veto power, subject to be overruled by two-thirds of the General Assembly. The office of Lieutenant-Governor, now filled by Dr. C. C. Cox, is abolished. The present school system is to cease at the expiration of the next session of the Legislature, which body is authorized to enact a new one. Gov. SWANN is allowed to serve his term out, (one year from the second Wednesday of January, 1868,) although his successor will be elected in November, 1867; all other officers, State, district and county, will be displaced this Fall. We are no longer to have a separate or independent Court of Appeals; but the chief Judges of the seven County Circuits and a special Judge elected from the City of Baltimore are to constitute that body. Each Circuit will have three Judges, except the eighth, Baltimore City, which will have five exclusive of its member of the Court of Appeals. The tenure will remain as at present, fifteen years.

A municipal election is provided for Baltimore City, to take place on the fourth Wednesday of October, 1867, for the purpose of ousting Mayor CHAPMAN and the present City Council. A grant of $400,000 is made to what is known as Southern Maryland for Railroad purposes. A new county, to be called Wicomico, is authorized to be formed on the Eastern Shore, out of portions of Worcester and Somerset, should the majority of the people within the bounds of the proposed county declare for it by their votes. Negro testimony is to be admitted; but the Legislature is authorized in its discretion to divest this right. This was a compromise between those who were in favor of granting it unconditionally and some of those who were opposed to granting it at all. The struggle between the friends and opponents of the measure was long and animated, and before its close at times quite acrimonious. The leading lawyers who are anxious to put themselves in communion with the great body of the Democratic Party at the North, exerted all their strength to carry it, but the county and ward politicians generally opposed it, and are still open and bitter in their denunciations of it, and threaten the direst vengeance against its authors. Party drill, however, will compel them to accept the Constitution *cum onere*, as Gen. SCOTT did the Whig nomination in 1852. Party men will generally vote for the adoption of the Constitution, though as yet no interest has been manifested in the matter except by the candidates for office under it; and it is well known that a great many quiet and moderate Democrats are decidedly opposed to any change in our organic law at present, as they apprehend intestine violence, and do not wish to furnish a pretext for interference by Congress.

The Constitutional Convention is composed mainly of old Democratic secession sympathisers; there are not more than ten or a dozen original Union men in it, and not one, I believe, who has acted with the Union Party since 1862. The conservative Union men were generally *tabooed*. MONTGOMERY BLAIR was put forward for a nomination in Montgomery County, but he was thrown overboard without the slightest hesitation. This feeling against the conservative Union men is evidently gaining ground. I am informed that a prominent candidate for office announced at a public meeting the other night that he didn't desire their support as he would not trust them. It is given out by some of the Democratic leaders, that no man who supported the Government during the war, shall be elected to any office this Fall. Gov. SWANN is urged by his friends for United States Senator, but it is said by the knowing ones that his chances are hopeless. The Democratic organ, the *Gazette*, gives him a severe castigation occasionally, and a little evening sheet, with a very limited circulation, which was started here about three months ago, and which was at first almost fulsome in its adulation of the Governor, has now changed its tune and is belaboring him to the best of its ability over the shoulders of the old Know-Nothing Party, of which Mr. SWANN was the well-known Mayor and leader in this city. The other Democratic paper, the *Sun*, is much more liberal than the *Gazette* in its general views, but when it comes to the naming of individuals for office it usually agrees with that paper, that the Union man, however conservative and however competent for other positions, is not suited to the particular post in question. This, at least, is what the conservative Union men say. There is not one of this class who will go before the nominating Conventions here with any hope of success. The Radicals are delighted with this state of things, but do not seem to know how to take advantage of it. Since the death of WINTER DAVIS, they have been as sheep without a shepherd. One blast from his bugle-horn were worth a thousand men, at least such men as they have now in Maryland. CRESWELL, who has been looked to to take his place, though he is not gifted with anything like the ability of DAVIS, is a man of undoubted talents, but he does not possess one particle of what the French call *elan*, and is cautious even to timidity; consequently he cannot rally his party with any enthusiasm. BOND, who is a man of more breadth of intellect than CRESWELL, and who possesses unquestioned stamina and pluck, has had his hands tied by his position on the Bench. He has been from the first an outspoken and consistent friend of the colored people, and they almost idolise him. The Democrats, on the contrary, fear him, and most intensely hate him. He is not considered, however, by the white Republicans, as at all times a safe leader, and some of them refuse to follow him. The Radicals have the advantage of the Democrats in a live newspaper, the *American*, which labors zealously and untiringly in their cause, and which is endeavoring with much adroitness and skill to secure negro suffrage, and at the same time to unite and harmonize all the elements of opposition to the Democracy. This is a most difficult task, but it really seems likely to be accomplished, and if so we shall have another upsetment, as the State will go against Democracy pure and simple by many thousands majority, and they will remain out of power another ten years or longer perhaps.

The proprietor of the *American* has essayed his personal popularity with his party several times, but all of his attempts have been failures. He is too cold and reserved ever to succeed on this line.

Some of the Radicals make awful grimaces at the negro suffrage medicine, and unblushingly say that nothing but necessity compels them to take it at all. They are greatly consoled, however, when they behold the miserable plight of the poor Conservatives, who have rescued the Democracy of the State, as the goat in the fable aided the fox in escaping from the well, by the use of his horns, and remained at the bottom himself.

There is some talk among the Radicals, but it is probably nothing more than talk, of calling a sovereign Convention of the whole people, black and white, and of setting up a Constitution "republican in form," and of presenting it to Congress for recognition. The Democrats dare them to undertake it, and say they are organizing the militia for the express purpose of putting down any such attempt; that they have in their ranks ten thousand Confederate veterans, who, having tasted blood once, are longing to gratify their appetites, now grown very keen, upon the Maryland Yankees. As to the next Presidency, the original Union people seem to be divided in their affections between GRANT, SHERIDAN and COLFAX. The Simon-pure Southern Democrats are turning their attention toward FRANKLIN PIERCE. Between these two candidates Maryland would probably cast her vote for GRANT.

Things, however, are very chaotic, and it is difficult to predict how, where or when they may assume a definite and appreciable form. PATAPSCO.

THE PACIFIC COAST.

San Francisco City Politics—The Central Pacific Railroad—Markets.

SAN FRANCISCO, Saturday, Aug. 17.

The People's Committee have put in the field a municipal ticket made up chiefly of the best men on all the political tickets.

HORACE HOWES is the independent candidate for State Senator.

A wealthy citizen offers to give $50,000 to found a Laborers' Exchange, to assist workingmen in obtaining information and employment, if others will subscribe a like amount within a specified time.

The Central Pacific Railroad Company have roofed ten miles of their road passing through the snow region, and intend to cover all the worst exposures for Winter travel.

GREENHOOD, a member of the late insolvent firm, has died from the effects of mental anxiety.

Heavy rains are falling throughout the State.

Stocks are active, but there is little change to report from the last quotations. Savage has advanced $70; Gould & Curry, $30; Yellow Jacket has declined $60.

There is a fair trade in most departments of business, but the dry goods market is inactive.

Wheat market weak; sales at $1 80.

Arrived yesterday, steamship *America*, from San Juan del Sur, with passengers from New-York July 20. All well.

Also arrived, ship *Electric Spark*, from Boston; *Roscate*, from Liverpool.

Sailed, to-day, ship *Southern Chief*, for Liverpool.

National Labor Congress at Chicago.

CHICAGO, Ill., Monday, Aug. 19.

According to announcement, the National Labor Congress was called to order at No. 1 Wabash-avenue Rink, this morning, by J. C. WHALEY, President of the Congress. Upward of two hundred delegates were present, representing labor associations in all the Northern States, Kentucky, Maryland and Missouri. Delegates are constantly arriving, and it is expected that the number will be swelled to nearly one thousand by to-night's arrivals.

After appointing a Committee on Credentials, the Congress took a recess until 2 o'clock this afternoon.

AFTERNOON SESSION.

The President read a report, urging the eight-hour movement; recommending that each State have a Vice-President, for the purpose of a more hearty coöperation in the objects of the organization. He suggested the establishment of a daily national organ, the editorial columns to be devoted to the rights of labor, &c. The report also says the emancipation of the slaves has placed them in a new position, and the question now arises, what labor position shall they occupy? They will begin to learn and think for themselves, and would soon resort to mechanical pursuits, and thus come in contract with white labor. It was necessary that they should not undermine it, and therefore the best thing they could do was to form trades unions, and they would then work in perfect harmony with whites. Coöperation was strongly urged.

The report was referred to a committee of three.

The Secretary's report recommends a more thorough organization, and speaks of coöperation as a subject of vital importance.

The Treasurer's report shows the receipts for the year to be $215 21; expenditures, $187 25.

The Convention adjourned to meet at 9 o'clock to-morrow.

Horse Fair at Hartford, Conn.

HARTFORD, Conn., Monday, Aug. 19.

The Hartford Horse Fair opens on the grounds of the association to-morrow, and continues three days. Premiums to the amount of $5,000 are offered, and the number of entries have been larger than at any previous exhibition. The managers claim that outside of *Dexter* they have a better field than can be produced anywhere.

Among the arrivals to contest for the purses given by the Association are the celebrated *Lady Thorn*, *Lucy*, *Dan Rice*, *Empress*, *McClellan*, *John Farris*, *Breese*, *Volunteer*, *Old Put*, *Leviathan*, *Col. Maynard*, *Len. Rogers*, and a host of others. GEORGE C. HITCHCOCK, of New-Preston, arrived to-night with his celebrated Ashland and Patchen stock. The stable of AMASA SPRAGUE, of Cranston, R. I., is also represented here.

The Fair promises to be a grand success.

Return of Twenty-three of the Jaffa Colonists.

Correspondence of the Boston Advertiser.

BAR HARBOR, MT. DESERT, Me.,
Thursday, Aug. 15, 1867.

The Jaffa Colony, about which so much has been said in the papers during the past year, originated in this section. Twenty-three of the ill-starred colony returned a few days since, having been assisted to the State by the charities of managers of steamship and packet lines. Some of these persons tell hard stories of ADAMS, the leader. They look upon him as an imposter and swindler of the deepest dye. Had it not been for the American Consul in Jaffa the colony would have starved to death for the want of means, ADAMS having from the start managed to become the custodian of the funds. Appearances would indicate that the followers of ADAMS have become sadly demoralized. Although rejoiced to again tread the soil of their native heath, they find themselves without cash or property, having invested and lost their all in the visionary scheme of ADAMS. They left their homes in good circumstances and were all or nearly all professing Christians of the Baptist or Methodist persuasion. Many of them now return undone, entertaining the faith of the infidel. After months of untold suffering, the vail is removed, and ADAMS, instead of being inspired of God to raise up a "new nation" beneath the shadow of Jerusalem, was only a tool in the hands of BRIGHAM YOUNG to establish and propagate Mormonism. The Christian world is thankful for the failure of the Jaffa scheme.

EUROPEAN INTELLIGENCE.

Advices to Last Evening by Ocean Telegraph.

Reported Action of the United States in Cretan Affairs.

Civil and Religious Liberty Enlarged in Austria.

The Emperors Napoleon and Francis Joseph at Salzburg.

American Inventions at the Paris Exposition.

TURKEY.

Action of the United States Government in Cretan Affairs.

LONDON, Monday, Aug. 19.

It is reported that the Sublime Porte has received an urgent note in behalf of the suffering Cretans from the Government of the United States.

The Holy Land Excursionists.

LONDON, Monday, Aug. 19—2 P. M.

The American steamship *Quaker City*, Capt. DUNCAN, which sailed from New-York on the 10th of June with the Holy Land excursionists on board, has arrived at Constantinople.

AUSTRIA.

Enlargement of Civil and Religious Liberty.

VIENNA, Monday, Aug. 19.

The Austrian Government has pledged itself to enlarge the civil and religious liberties of the Protestant inhabitants of the Empire.

The Emperors of Austria and France at Salzburg.

SALZBURG, Monday, Aug. 19—Evening.

At an early hour this morning their Imperial Majesties the Emperors of Austria and France, arm-in-arm, took a walk in the city and suburbs.

Later in the day the two sovereigns were closeted together at the Palace, and remained in close conference for two or three hours.

In the afternoon their Majesties the Emperor NAPOLEON and the Emperor FRANCIS JOSEPH, the Empress EUGENIE and the Empress ELIZABETH, and King LOUIS, of Bavaria, accompanied by their respective suites, made an excursion to the ancient Castle of Dingin, on the heights above the city.

In the evening all the Imperial and Royal personages visited the theatre in State.

The building outside was in a blaze of illumination, and the interior was decorated with great art and splendor. The reception of the crowned heads by the audience was most enthusiastic.

Since his arrival here, the Emperor NAPOLEON has on all occasions treated with marked honor and consideration the Austrian Prime Minister, Baron VON BEUST.

It is understood that the sojourn of the French Emperor and Empress in this city will terminate on Friday next.

FRANCE.

An American Safe at the Paris Exposition.

PARIS, Monday, Aug. 19—Evening.

Various fire-proof safes on exhibition at the Paris Exposition having been subjected to severe public tests in competition with each other, the Herring safe from New-York won the wager staked upon the result.

GREAT BRITAIN.

The John T. Ford Safe.

LIVERPOOL, Monday, Aug. 19—2 P. M.

A vessel has arrived here which reports having passed on the 28th ult. the little schooner yacht *John T. Ford*, Capt. GOLD, which sailed from Baltimore on the 23d of June for Paris. All on board were well and the little craft required no assistance.

The Weather.

LONDON, Monday, Aug. 19—Noon.

The rain-storms have ceased. The weather is very fine and favorable for the crops.

FINANCIAL AND COMMERCIAL.

Financial.

LONDON, Monday, Aug. 19—Noon.

Consols opened firmer at 94⅛ for money.

American securities are generally firmer, with the exception of Illinois Central, which is weak at 78.

Eries	45⅛
United States Five-Twenty Bonds	73⅛
Atlantic and Great Western Bonds	21⅛

LONDON, Monday, Aug. 19—2 P. M.

At this hour American securities are quoted as follows:

United States Bonds firm at	74⅛
Illinois Centrals	77⅛
Eries	45⅛
Atlantic and Great Western	21⅛

LONDON, Monday, Aug. 19—Evening.

Consols closed at 94⅛ for money.

American securities closed at the following rates:

United States Five-Twenty Bonds buoyant at	74⅛
Illinois Central Railway Shares	77⅛
Erie Railway Shares	45⅛

FRANKFORT, Monday, Aug. 19—Evening.

United States Bonds closed at 77⅛ for the issue of 1862.

Commercial.

LIVERPOOL, Monday, Aug. 19—Noon.

COTTON—The market opens quiet and steady, with a probable day's sale of 10,000 bales, including the usual proportion for speculation and export.

Middling Uplands	10⅞d.
Middling Orleans	11⅛d.

BREADSTUFFS—The market is firm. Wheat, 13s. 9d. for new Southern. Corn 38s. 3d. Flour, 34s. for Extra Western. Barley, 5s. Oats, 3s. 1d. Peas, 42s. 6d.

PROVISIONS—Cheese, 49s. 9d. Beef, 139s. Lard, 50s. Pork, 75s. 6d. Bacon, 44s.

PRODUCE—Resin, common, 7s. 6d.; middling, 13s. Tallow, 44s. 9d. Ashes, 31s. Spirits Turpentine, 32s. 3d. Petroleum—Spirits, 8s. 2d.; refined, 1s. 3½d. Clover Seed, 41s. The markets for articles of American produce are generally quiet and steady. Cheese has advanced 1s. since the last report, and is now quoted at 50s. 9d. ⅌ cwt. for middling American.

LONDON, Monday, Aug. 19—Noon.

Sugar, 25s. 6d. Oils—Whale, £40; Sperm, £115; Linseed, £39 10s. Iron, 53s. Linseed Cakes, £10 5s. Linseed, 68s. 6d.

ANTWERP, Monday, Aug. 19—Noon.

Petroleum, 43s.

LIVERPOOL, Monday, Aug. 19—Evening.

COTTON.—The market closed with a downward tendency, though quotations are unchanged. The following are the closing prices:

Middling Uplands	10⅞d
Middling Orleans	11⅛d

The sales of the day foot up 10,000 bales.

BREADSTUFFS—The market for Breadstuffs closed unchanged; Wheat, 13s. 9d.; Corn, 38s. 3d.

PROVISIONS—Cheese firm at 50s. 9d. Other articles unchanged.

PRODUCE—Resin, common, 7s. 6d; Medium, 13s.; Spirits Turpentine, 32s. 3d. Petroleum, 8½d. ⅌ gallon for spirits, and 1s. 3½d. for refined.

LONDON, Monday, Aug. 19—Evening.

Sugar and Iron steady at the noon quotations. All other articles are unchanged in price.

Holiday at Antwerp.

ANTWERP, Monday, Aug. 19.

To-day and to-morrow will be observed as holidays. The Produce Market and the Stock Exchange will be closed.

MARINE NEWS.

The Wreck of the Sacramento.

LONDON, Monday, Aug. 19—2 P. M.

Dispatches have been received here from Bombay stating that the crew of the United States ship-of-war *Sacramento*, which was recently wrecked off the coast of India, will soon depart from that port for the United States in the ship *Gen. Caulfield*.

Arrivals Out.

LONDON, Monday, Aug. 19—Noon.

The London and New-York line steamship *Bellona*, Capt. DIXON, from New-York Aug. 3, arrived here this morning.

LIVERPOOL, Monday, Aug. 19—Noon.

The steamship *Ontario*, Capt. HALLETT, of the Pioneer line, which left Boston on the 5th of August, arrived here late last evening.

LONDONDERRY, Monday, Aug. 19—Noon.

The steamship *Austrian*, from Quebec, arrived here to-day on the way to Liverpool.

QUEENSTOWN, Monday, Aug. 19—Noon.

The Cunard steamship *Malta*, Capt. McMICKAN, from New-York Aug. 6, arrived here to-day on the way to Liverpool.

THE WEST INDIES.

Financial Embarrassment in Cuba—The Riot at Matanzas—Execution of a Soldier.

HAVANA, Wednesday, Aug. 14, 1867.

The time draws near for the actual collection of the contribution, and the money market has become stringent. The outflow of specie has set in already. Confidence is not fully restored in commercial circles, and if we are to add to this the embarrassing position of the Government with an empty exchequer, the unpromising situation of our affairs, this dull month will be understood. Some public houses are about closing their doors, unable to pay the new taxes. The splendid coffee-house and ice-cream saloon, "The Olimpo," opposite the Tacon Theatre, is one of them, besides many others of less note. This state of things will be disastrous, in the end, to Spanish rule here.

It is asserted on good authority that during the recent riot in Matanzas at the Bull Ring, there were many seditious expressions heard. Of course none of this has been allowed to appear in print, but the *Prensa*, in commenting on it, let slip some broad hints.

A card appears in the papers to remind our merchants that after the 15th inst. the entries of goods on the manifests of vessels must be made out strictly in accordance with the new system, under penalty of sixteen per cent. fine on the amount of the invoice.

The necessary funds will shortly be placed at the disposal of the Spanish Minister at Washington to pay the interest of the Spanish scrip held by citizens of the United States.

There was a public execution of justice on the morning of the 13th. A soldier suffered death by that awful process, garroting. It took place in front of the jail, and a large concourse of persons of both sexes was assembled to witness it.

The first instalment of $200,000 of the Government debt to the Spanish Bank is to be paid on the 16th, the latter being bound to redeem the Treasury bonds falling due, with interest.

Mr. JOHN STROYBANT has been accepted by Gen. MANZANO as the consular agent of the Belgian Government, in the absence of Mr. F. VAN ASSCHE, who has gone to Europe.

The Prussian bark *Michael*, before reported as ashore outside this harbor, went to sea yesterday.

Arrived, British brig *Maria Crowell*, from Hamburg, and Hamburg brig *Olivia*, from New-Orleans.

Nothing further is known in regard to the steamer *Narva*.

The sugar market continues dull, without any transactions to record, on the basis of 8⅛ reals per arrobe for No. 12 Dutch Standard.

Exchange is tending upward. On London 18⅛@18⅛ per cent. premium; on Paris 4⅛@5 per cent. premium, and sixty-day bills on New-York, for currency, 25 per cent. discount.

The Crop Prospects—Mutiny of a Ship-load of Coolies.

BRIDGETOWN, Wednesday, July 10.

The encouraging reports from the home markets have created at last an advance here, and hopes are entertained of an increased demand. The rainy season seems to have fairly set in. This has delayed the new crops, and has proved quite a God-send to the new shoots.

The Austrian bark *Niemen* arrived here on the 6th instant, with four hundred and thirty coolies. Two days after the Chinese became so mutinous that Captain BECKWITH was compelled to arm his crew (thirty) and order a volley to be fired into them, killing three and wounding several others. He then desired the interpreters to tell them that if they did not go below he would repeat the dose. After some hesitation they did, but had not been down very long when it was discovered that they had set the vessel on fire, in the expectation that the crew would go below to extinguish it, when it was their intention to have murdered them. Capt. BECKWITH, it appears, thoroughly understood the character of the people he had to deal with, for instead of sending his crew below, he put all the hatches down and commenced pouring water down through one of the ventilators, which caused it to steam and smoke, so that they soon volunteered to put it out themselves.

The Legislature concluded its business yesterday, and adjourned *sine die*.

A bill has been passed for the destruction of rats. The parochial treasures are to pay out of their funds one penny per head for every rat destroyed.

The American steamers *Miantonomah* and *Augusta* paid us a visit recently, and they were visited by large numbers of the fair sex.

Business at Georgetown—Commercial and Agricultural Exhibition.

GEORGETOWN, Monday, July 8.

Business has been very dull during the fortnight. The supply of tonnage is more than sufficient for our present wants, produce being very scarce; the weather is however very favorable, and produce must in consequence be very plentiful soon.

There is to be a grand Commercial and Agricultural Exhibition here in December next, when prizes will be awarded for the best native products.

Proprietors of estates have to pay in future an additional five-dollar fee per head on every immigrant indentured to them. The rise is from five to ten dollars.

It is in contemplation to turn criminals sentenced to terms of imprisonment to serve their periods of sentence on estates, as laborers, under prison regulations.

Amicable Relations Established Between Hayti and the Dominican Republic.

PORT-AU-PRINCE, Sunday, July 15.

The steamer *Cuban*, just arrived from Liverpool, sails for Kingston, Jamaica, to-morrow. Everything is quiet, and there is nothing of importance to communicate. The steamer *Dangerous*, from Colon, on her way to England, is momentarily expected.

From the Haytien *Moniteur* of the 6th inst. we notice that Hayti is about to establish relations of amity with the Dominican Republic. A circular from the Secretary of the Interior, addressed to the several commanders of the Eastern Districts, informs them "that the Government of the Republic has taken the resolution of establishing relations of friendship and commerce with the Dominican Government in the interest of peace and security of both countries."

In consequence, they are required to take the necessary measures to prevent any person whatever from crossing the frontier with arms or munitions of war to disturb the peace of the sister Republic. The Government of Hayti, depending most fully on similar precautions being adopted by the Dominican authorities, parties traveling from one Republic to the other must be provided with passports to insure their safe conduct.

KINGSTON, Monday, July 29.

The Legislature met at Spanishtown on the 25th to transact certain municipal matters, and adjourned until the 3d of August.

Mr. B. A. FRANKLIN has written an important letter to the *Gleaner* in regard to immigration from the Southern States to Jamaica, and the commercial community had taken an active interest in the subject. Col. GRAHAM, of the United States, had visited the island to inspect and examine the country and its prospects, and he reports favorably as to the fertility of the soil and other inducements to immigrants.

An English house has offered the Government of Columbia to pay its national debt of $30,000,000, on condition that the Panama Railroad be leased to them for ninety-nine years at the rate of $500,000 a year.

There has been a disturbance at Bushy Park. Some squatters settled upon land belonging to other parties were warned off by the authorities, when they rebelled, were finally subdued, and several of them imprisoned. They will be tried in October.

Mr. J. RAMPINE, one of the new Judges from Edinburgh, is very ill from typhoid fever. Dr. W. SIMPSON, of St. Elizabeth, formerly Surgeon of Her Britannic Majesty's ship *Iman*, has died of fever.

Laborers at Kingston—The Sugar Crop.

KINGSTON, Thursday, July 4.

The laborers are flocking into town to pay troop tax and other dues. A joint stock company is being formed to run a small steamer along the leeward coast.

The weather continues unpropitious for sugar making. The rains have been heavy and of long duration. Native provisions are scarce.

The Great Fire at St. Kitts—Relief for the Sufferers.

ST. JOHN, Thursday, July 11,
via HAVANA, Wednesday, Aug. 21.

The United States steamer *Peoria* arrived here on the 5th inst., with the terrible intelligence of what has so suddenly befallen our neighbors in St. Kitts by fire.

A public meeting was held on the 6th inst., which was presided over by the Governor, to consider what measures could be adopted for the relief of the people of St. Kitts.

Provisions were sent to the suffering people by the schooner *Kate*, which was promptly chartered, and £250 placed at the disposal of the Governor for their removal.

Hostilities at Porto Rico Anticipated—Arrival of War Vessels.

PORTO RICO, Friday, June 8.

At last accounts the Spanish iron-clad *Numancia* had arrived at Rio Janeiro, and the *Berenguela* was hourly expected. The Admiral of the fleet is preparing to commence hostilities forthwith, the term of the armistice having expired.

The iron-clad *Victoria* and the *Zarangosa* would soon join the squadron.

Survey of the Island of St. Thomas.

ST. THOMAS, Wednesday, July 31,
via HAVANA, Wednesday, Aug. 14.

A gentleman has arrived here to survey the geological structure of the Island, so as to report upon the feasibility of boring for Artesian wells.

The public health continues good.

Great Fire at St. Kitt—Terrible Destruction of Property.

ST. BASSETERRE, Friday, July 12, 1867,
via HAVANA, Sunday, July 14.

A fire broke out on Wednesday evening, the 3d of July, at about 11:30 P. M., in the centre of the town and defying all efforts made to arrest its progress. It quickly spread in all directions, its ravages only ceasing with the almost total destruction of every building in Basseterre. All the public buildings, such as the Court-house and Town Hall, as well as the Treasury, not situated in the centre of the town, have miraculously escaped; while, on the other hand, the beautiful Parish Church of St. George has been almost totally destroyed, and of the stores in the town not one remains. Of the origin of the disaster no information is afforded. In consequence of the total destruction of the stores and other places of business and the loss of the provisions stored therein, there has been a complete dearth of food, and anxiety is manifested lest to the calamity which has already befallen us another should be added in the form of famine and pestilence. The demand for food became of such a pressing nature that Capt. BADGER, of the United States steamer, had been prompted to render such assistance as a partial supply from the stores of his ship would permit, an act of kindness and generosity to a suffering community for which he deserves the greatest commendation.

Only one life is reported to have been lost.

Only fifteen respectable houses are left standing, and every merchant and storekeeper is completely burnt out.

The Bank shared the same fate, but the vault held out, and when opened the cash and books were found to be safe.

The value of the property destroyed may be safely put down at £300,000, of which only £30,000 was insured.

FROM HONDURAS.

The Disturbances Coming to an End—Canul, the Indian Chief, Deposed—Departure of Troops.

HONDURAS, Belize, Tuesday, July 9,
By way of Havana, Aug. 14.

Everything is now quiet in Honduras. CANUL, the Chief of the Indians who have given so much trouble to the colonists, has been deposed or put down by the Swacha tribe. There is, therefore, no apprehension now as to the security of the mahogany gangs, or of further disturbances with the Indians.

Gov. AUSTIN was waited upon by four Indian chiefs of the Santa Cruz tribe, who, in addressing him, stated that there mission was one of peace; that they wished to trade peacefully with the merchants of Belize, and that they felt friendly toward the Governor and colonists. They then promised to endeavor to keep the other tribes in order.

They were received with the marks of respect due to their rank and the importance of their mission. When the audience was over they were regaled with "fire-water," after which they took their departure, highly delighted with their reception and the result of their mission.

General confidence is felt that disturbances are at an end, and Major MACKAY returns to Jamaica, with his detachment, on the *Barracouta*.

The Legislature is still sitting, but is making very little progress. The bill to amend the Constitution is evidently distasteful to the members, for they fight shy of it. There is to be a tax of ten per cent. on imports, which is an increase of 3 per cent.—but the Government have failed in imposing either an income or excise tax.

The Bishop of Kingston, Jamaica, is in Belize on a visit, and has had a confirmation there. The attendance was large, but the service was interrupted by a heavy thunder storm.

Nothing is known of the result of the inquiry into Major MACKAY's case.

The Russian bark *Hilma*, from Jamaica, was wrecked on Half Moon Quay, off the lighthouse, on the 30th of June. Captain and crew saved.

Emigrants are pouring into the Colony from the Southern States of America. The *Gen. Sherman*, from New-Orleans, arrived on the 9th inst. with 46 emigrants; 50 more are expected in a schooner from Galveston, and reports are to the effect that large numbers are preparing to come by next Fall.

Mr. SCOVALL, a Southerner, just arrived here, has started a paper called the *Commercial Advertiser*.

Many of the Southern emigrants are wealthy, and two of them are known to have deposited large sums in gold in a merchant's chest here.

TEXAS.

Ravages of the Cotton Worm—Discouraging Prospects for the Planters.

The following are extracts from a private letter received by a gentleman in this City:

RICHMOND, Texas, Wednesday, Aug. 7, 1867.

I notice that City life in New-York this Summer is dull. Would I could say life in Texas was only *dull!* That one could endure with calm composure, but dullness does not express the situation. Active, fierce and wide-spread desolation would be nearer the mark.

Since my last, my worst forebodings have become stern realities. Within the last ten days every cotton-leaf in every field in this county (Fort Bend Co.) and the adjoining counties, as far as we have heard, has been swept off by the dreaded cotton-worm. At least 15,000 bales of cotton that had been made by our planters in this county alone, by untold efforts and by the exercise of a perseverence and patience almost superhuman, have been, in this short space of time and by this little insignificant insect, swept out of existence.

Our people were poor; they attempted to raise this crop under greater embarrassments than I can describe; they expended their last available dollar on the hazard of succeeding, and like the wornout voyager who is wrecked in sight of port, destroyed in the very realization of his hopes, all is lost!

It is, indeed, hard. To add to the unhappy planter's great perplexity and accumulated trials, the officers for the Military District of Texas recently issued an order amending a most vital and important article in the contract already made between the planter and freedman, and bearing the sanction of the Freedmen's Bureau, whereby the planter is debarred from pay for all clothing, medicine, &c., furnished to the freedman during the year.

Since my last, also, our worst fears about yellow fever have, to a great extent, been realized. It is now an epidemic in Galveston.

Yesterday a planter called on me, who said ten days ago, that he counted on saving 300 bales of cotton—now he thought it impossible to save more than 10 bales. He came to ask my permission to gather moss off the trees on my land. He hopes, by shipping it to the mattrass-makers, to make enough to support his family. His is no exceptional case. Such are the times here. I told him to gather moss, and live.

J. S. SULLIVAN.

JOHN H. SURRATT.

His Participation in the Assassination Plot—How He Explains His Visit to Canada and Elmira.

The Washington correspondent of the Boston *Herald* says the following statement is the defence which SURRATT and his friends set up in his behalf:

"SURRATT maintains, in the first place, that he had no hand in, or intimation of, any plot for the assassination of President LINCOLN, Gen. GRANT or any member of the Cabinet. He says nothing of his participation in a plot for the abduction of the President, but as this is proven beyond a doubt, whatever he may say in that regard cannot weigh against the positive evidence.

SAMUEL ARNOLD, one of the conspirators of the Dry Tortugas, in a confession which he made (and now on file in the War Department) states that SURRATT was present at a meeting held in March, 1865, at which the abduction plot was virtually abandoned. From this time the friends of SURRATT claim that he never appeared with the conspirators, but left for Richmond, where he received a special commission from the rebel Government to go to Canada, and thence to Elmira, N. Y. This commission related to the condition and treatment of rebel prisoners in the hands of this Government, and came from JEFFERSON DAVIS, through one of his subordinate officials—Gen. E. C. LEE, a witness for the defence on the late trial here. SURRATT, bearing this commission, left Richmond in the last days of March and arrived at Washington on the morning of the 3d of April, the day on which the news of the fall of Richmond was received. He left the same afternoon for Montreal, Canada, and after conferring with the rebel officials in that city started on the 12th of April for Elmira, N. Y., where he arrived on the afternoon of the 13th. He intended to make a drawing of the prisoners' depot at this place, obtain the number of prisoners there and the way in which they were treated, but abandoned the execution of his commission in this regard on hearing of the surrender of LEE. He started back for Montreal, where he arrived on the 18th of April, and claims to have gone by the way of Canandaigua, Albany and Whitehall to New-York, and *via* St. Albans, Vt., where he dropped his handkerchief, as testified to, and where he first heard of the assassination of the President. From Montreal, having seen the reward for his arrest, he went into the country and was concealed by a Catholic Priest until September, when he embarked for Europe. The defence attempted to prove on the recent trial all of the details contemplated in SURRATT's visit to Elmira, N. Y., by this Gen. E. C. LEE, but the Court refused to receive the evidence. The prisoner further claims that the confessions of PAYNE and ATZERODT, on file in the War Department, show that he was not here on the day of the assassination, for neither of them mention his presence at the conference held during the day or at the meeting at the Herndon House, which took place about two hours before the assassination, and at which time and place ATZERODT pretends that he first heard of the plot to murder, and from which he broke away, and in which pretension he is confirmed by the separate confessions of PAYNE, made without possible collusion with ATZERODT. This is SURRATT's position, brief and simple, and fully susceptible of proof, he claims, if he is permitted to present the evidence. It is given, as stated in the opening, as his representation through his friends, and in that light it can be taken for what it is worth."

Card from Gen. J. B. Magruder.

To the Editor of the New-York Times:

So many misrepresentations have been lately made regarding me, that I deem it right to say that I was not at the Stock Exchange with Gen. BEAUREGARD or with any one else; that I do not know where that institution is; that I did my duty in attempting to keep up the spirits of the troops under my command until my commanding officer had decided to surrender; that by the terms of that surrender, the commissioned officers of the Trans-Mississippi Department were allowed to select their residences within or without the limits of the United States.

I will further state that upon the surrender of the Trans-Mississippi Department, I published an order—probably the last of the war—condemning in the strongest terms the formation of guerrilla parties, and urging all to support the laws and obey the orders of the United States authorities with an honest, zealous and loyal spirit.

Further, I sent my staff and luggage openly by a ship-of-war, courteously placed at my service by the United States naval commanding officer at Galveston, and would probably have gone myself, but that all communication between New-Orleans and Havana, where I desired to meet my family, was cut off by quarantine. I intended to embark at Matamoras, but was turned aside from that route by the robbers, both of Texas and Mexico. Reaching the City of Mexico *en route* to Havana and Europe, I was offered by the good and noble MAXIMILIAN the office of chief of the Land Office of Colonization, which I accepted, it being a purely civil appointment, and entirely unconnected with politics, domestic or foreign. Previously to reaching the City of Mexico, I advised the Confederates not to make use of any asylum in a foreign country to plot against their own, and this advice was strictly and honestly followed. The offices held by Capt. MAURY and myself having been abolished through the financial embarrassments of the Empire, I returned to this country to work like a man for my personal independence, which I am now doing, without seeking or avoiding my former friends.

J. BANKHEAD MAGRUDER.

GENERAL ITEMS.

An Iowa paper tells the following: "A few days ago, in Keokuk County, a babe six months old was crying lustily, and the mother was perplexed to know what the trouble was. At last, after it seemed almost exhausted, it spoke with startling distinctness these words: 'Give me a drink of water!' Of course the mother was frightened, but she gave the water, when it immediately went to sleep. The infant had never spoken before, nor has it since. We can vouch for the truth of the above, as we are personally acquainted with the parents of the child."

A contract has been let and work commenced for the immediate construction of 200 miles of the Indiana and Grand Rapids Railroad, from Fort Wayne, Indiana, north to Grand Rapids, Michigan. The work has been commenced on the northern end of the line, near Grand Rapids, and it will be pushed forward as rapidly as possible southward to Fort Wayne. It is the intention to extend the road to Mackinac, to tap the Lake Superior trade. The new road will cross the Michigan Central at Kalamazoo, and the Michigan Southern at Sturges.

LEVI J. NORTH, the equestrian performer, while standing on the sidewalk in Chicago, on Thursday evening, 15th inst., fell backward from the effects of a sudden fit, and his head striking a sharp corner of the stone walk, a gash was cut through his scalp about two inches in length. Upon examination it was found that there was a fracture in the skull about an inch in length. He was in a critical condition on Thursday night, but it is now thought that he will recover.

The play of "Oliver Twist" was given in Lowell, Mass., on Friday evening. When the curtain fell, the audience retained their seats for several minutes, but at lenth FRANK MAYO appeared before the curtain and said: "Ladies and gentlemen, I wish to inform you that the play has terminated. As all the principal characters are dead, it cannot of course, go on." The Hall was soon cleared. This is the second time that an audience in Lowell has been told to go home."

The thirty-fourth annual Convention of the Psi Upsilon Fraternity will be held in Cincinnati on the 4th and 5th days of September next. Judge ISAAC C. COLLINS, a graduate of Yale College and a prominent member of the Cincinnati Bar, will deliver an oration, and CHARLES D. McGUFFEY, a graduate of Kenyon College, a young lawyer of East Tennessee, will deliver a poem.

New-Orleans papers deny the story in some northern papers relative to Gen. SHERIDAN's turn-out, saying it is ridiculously untrue.

Dr. BARNAS SEARS, agent of the Trustees of the Peabody Educational Fund for the South, will, it is said, take up his residence in Staunton, Va.

FORT SUMTER FROM THE REBEL SIDE.

From the Special Correspondent of the New-York Times.

STEAMER SARAGOSSA, Sunday, Aug. 4, 1867.

The Confederate documents, of which I gave a synopsis in my last letter, covered the period from the outbreak of secessia to the bombardment of Fort Sumter. I shall now present a *résumé* of a series of papers relating to the Confederate defence of the fort at the time it was attacked by Admiral DUPONT, with the iron-clad fleet, in April, 1863, and to the operations that resulted in the evacuation by the rebels of Morris Island. These embrace an interesting collection of reports by Gen. BEAUREGARD, who commanded the Department of South Carolina, Georgia and Florida, Gen. R. S. RIPLEY, who, under him, commanded the First Military District, and the special subordinate officers. The material they contain will, I believe, be new to history.

The first of these documents is a circular from Gen. RIPLEY, dated Charleston, Dec. 26, 1862, giving the officers in command of the different works guarding Charleston instructions respecting the line of operations, in case a fleet should attempt to enter the harbor. It appears from the relative positions of the several forts, works and batteries that vessels seeking to enter the harbor would be compelled to pass through three circles of fire. The first was formed by the guns on the eastern, northeastern and northwestern faces of Fort Sumter and those of Battery Beauregard, Fort Moultrie and Battery Bee; the second by the guns of Fort Johnson, Fort Ripley, Castle Pinckney, Battery Bee and the northwestern and western faces of Fort Sumter; the third by the guns of White Point battery and Battery Glove. The circular gives detailed instructions as to the method of procedure, and then adds:

"The first fire will be concentrated upon the leading vessels, and will be continued upon them as long as the guns by battery will bear well, *and especially if they become entangled in obstructions*, even if certain vessels engage to draw off the attention of the outermost batteries and remain behind.

The plunging fire from Fort Sumter is expected to be particularly effective, and when single rifled guns are fired from the barbettes of that fort, it will be well to hit the grated roofs of the turrets with square-headed bolts, followed by shells filled with molten iron.

The square-headed bolts for the ten-inch Columbiads and the heavier guns will be fired by battery when the enemy is within close range. Solid shot and bolts will be used generally against iron-clads during the action.

The furnaces for melting iron and heating shot will be kept in heat, and heated projectiles will be used whenever occasion offers advantage.

Should it happen that any of the enemy's vessels become disabled and endeavor to get out of fire, the outermost batteries must pay particular attention to them, and in case other of the enemy's ships come to the assistance of the disabled, let every gun and mortar which will bear be turned upon them by battery.

The great object of the enemy will probably be to run by, and every effort must be made to crush him in each successive circle of fire which he encounters.

Hog Island Channel will be obstructed, and the obstructions must be guarded by the long-range guns of Fort Sumter and the columbiads of Battery Bee nearest it.

The position of torpedoes will be communicated to commanding officers, and the effort made to drive the enemy's vessels upon them, if he is taking other courses.

The obstructions will also be designated, and under no circumstances will the enemy be permitted to reconnoitre them."

I may note, in connection with the frequent mention made in this circular of "obstructions," that scores of persons told me during my stay in Charleston that there were no obstructions in the harbor, that DUPONT could have come right in, &c. But the statements of this official paper would dispose of that, even if we had not the testimony of our own officers who had practical experience of these obstructions.

Admiral DUPONT having, by the 7th of April, completed his preparations, moved forward to the attack early in the afternoon. His instructions to the squadron were to pass up the main ship-channel without returning the fire of the batteries on Morris Island, unless signal should be made to commence action. "The ships," he added, "will open fire on Fort Sumter when within easy range, and will take up a position to the northward and westward of that fortification, engaging its left or northwest face at a distance of from 600 to 800 yards." It is well known, however, that the fleet was never able to place itself in the position indicated, for the appearance of the obstructions extending from Fort Sumter to Fort Moultrie was so formidable, that the Captains feared to entangle their ships among them; so that, as BEAUREGARD says, the fleet "only reached the gorge of the harbor, never within it." The subsequent course of events are thus told in the reports of BEAUREGARD, RIPLEY, and RHETT.

Gen. BEAUREGARD says:

"On the 7th of April, in the afternoon, the enemy moved forward to the attack in single file. By 3 o'clock P. M., the head of the line had come within easy range of Forts Sumter and Moultrie and Batteries Beauregard, Bee, Cummings' Point and Wagner. A few minutes later the first gun was fired from Fort Moultrie and Fort Sumter, and soon the engagement became general.

On our side seventy-six guns of various calibre, including nine mortars and fifteen smooth bore thirty-two-pounders, were brought to bear on the fleet. * * The *Weehawken*, in advance, provided with a contrivance for catching and exploding torpedoes, was soon compelled to retire before the iron storm it encountered. The *New Ironsides*, at the distance of eleven hundred yards from Fort Sumter, was frequently struck, and was next forced to fall back out of range, evidently injured. The *Keokuk* having meantime approached to about nine hundred yards of Fort Sumter, was quickly riddled, her guns silenced and being withdrawn from the fight, she next morning sank at her anchors. The remaining monitors, six in number, maintained their fire until twenty-five minutes after 5 P.M., when they, too, retired out of range of our batteries and came to anchor, four of them *hors de combat*. * * * * The action lasted two hours and twenty-five minutes; but the chief damage is reported by the enemy to have been done in thirty minutes. The *Keokuk* did not come nearer than nine hundred yards of Fort Sumter. She was destroyed. The *New Ironsides* could not stand the fire at the range of a mile. Four of her consorts (monitors) were disabled at the distance of not less than thirteen hundred yards. They had only reached the gorge of the harbor, never within it, and were baffled and driven back before reaching our lines of torpedoes and obstructions, which had been constructed as an ultimate defensive resort, as far as they could be provided. The heaviest batteries had not been employed; therefore it may be accepted as shown, that these vaunted monitor batteries, though formidable engines of war, after all are not invulnerable or invincible, and may be destroyed or defeated by heavy ordnance, properly placed and skillfully handled—in reality they have not materially altered the relations of forts and ships. * * * In conclusion, I shall avail myself of the occasion to give, as my opinion, that the best, the easiest way to render Fort Sumter impregnable would be to arm, conformably to its original plan, both tiers of casemates and the barbette, with the heaviest guns, rifled or smooth-bore, that can be made."

Gen. RIPLEY says:

"The various works of preparation were progressed with, both on the exterior and interior lines of defence, until about 2 o'clock P. M., when the enemy steamed directly up the channel. * * At each fort and battery officers and men made preparation for immediate action, while the enemy came slowly and steadily on. At 3 o'clock Fort Moultrie opened fire. At 3:05 o'clock the leading vessel, having arrived at fourteen hundred yards of Fort Sumter, opened on it with two guns. The eastern battery of Fort Sumter replied. Batteries Bee, Beauregard, Wagner and Cumming's Point opened about this time, and the action became general, the four leading monitors closing up on the *Weehawken*, and taking position at an average distance from the forts and batteries of about fifteen hundred yards. In accordance with instructions, the fire from the different points was concentrated upon the leading vessels, and the effect was soon apparent from the withdrawal of the leading monitor from action, her false prow having been detached, and she otherwise apparently injured. * * * The full effect of our batteries upon the enemy could not be precisely ascertained, and as our strength had not been entirely put forth, it was believed that the action would soon be renewed. The monitor which had led into the action, however, proceeded south outside of the Bar on the same evening.

Before the commencement of the affair I was proceeding in a boat to Battery Bee, and watched the progress of the cannonade from that point. The guns were worked with as much precision as the range would admit. There were no damages or casualties. Visiting Fort Moultrie, the damaged flagstaff was being replaced, and everything prepared for the renewal of the fire, should the enemy approach again. One man had been mortally wounded by the falling of the staff. Crossing the channel to Fort Sumter, the effect of impact of the heavy shot sent by the enemy against the fort which they are so anxious to repossess—greater in calibre and supposed destructive force than any hitherto used in war—was found to have been much less than had been anticipated."

Col. ALFRED RHETT, who was in immediate command of Fort Sumter, says:

"At 2:30 P. M. the long roll was beaten, and every disposition made for action. At 2:55 P. M. the garrison regimental and Palmetto flags were hoisted and saluted by thirteen guns, the band playing the national airs. At 3 P. M. the action was opened by a shot from Fort Moultrie. At 3:03 P. M. the leading vessel having approached to within about 1,400 yards of the fort, she fired two shots simultaneously, one a 15-inch shrapnel, which burst; both passed over the fort. The batteries of Fort Sumter were opened upon her two minutes later, the firing being by battery. The action now became general, and the four leading monitors taking position from thirteen to fourteen hundred yards distant, the fire was changed from fire by battery to fire by piece, as being more accurate. The fire by battery was again resumed as occasion offered. The *Ironsides* did not approach nearer than seventeen hundred yards. The whole five of the batteries engaged were concentrated on the *Passaic* for thirty minutes, when she withdrew from the engagement apparently injured. The other ships each in turn received our attention. The fire of both Fort Moultrie and the fort being now directed against the *Ironsides*, she immediately withdrew out of effective range. The other turreted monitors came under our fire in like manner as the preceding, slowly passing in front of the fort in an elliptic; one only, the last, approaching to about one thousand yards.

At 4:05 P. M., the *Keokuk* left her consorts and advanced, bow on, gallantly, to within nine hundred yards of our batteries. She received our undivided attention, and the effect of our fire was soon apparent. The wrought-iron bolts from the seven-inch Brooke gun were plainly seen to penetrate her turret and hull, and she retired in forty minutes. The enemy's fire was most ricochet and not very accurate; most of their shot passed over the fort, and several to the right and left. The greater portion of their shots were from thirteen hundred to fourteen hundred yards distant, which appeared to be the extent of their effective range; some shots were from a greater distance, and did not reach the fort at all."

One of the most interesting points in the revelations made by these documents has relation to the actual amount of damage inflicted upon Fort Sumter by the fire of the fleet. This has hitherto been a matter involved in the greatest obscurity. Even Mr. GREELEY, in his History, has no more precise information than what he quotes from the contemporary account in this journal by Mr. SWINTON, who, the morning after the fight, had the means of obtaining a pretty close view of the fort, and who reported that he observed "several ugly pock-marks on the eastern face." I find, however, among these documents, a full tabular statement of the damage, given in the official report of Major ECHOLS, of the Engineer Corps. From this it appears that the walls of Sumter showed the effect of *fifty-five* missiles; and as the report of the ordnance officer of the fleet shows that only 124 shots were fired at Fort Sumter, the assertion of Col. RHETT that the "fire was not very accurate, most of the shots passed over the fort and several to the right and left," is far from being justified. The damage inflicted by these shots, as exhibited in the tabular statement, is of a variant character. At some points of impact the wall was merely "scaled," in other cases the masonry was shaken; but there were many other hurts to the fort that were much more grave. There are some ten instances noted in which the shot penetrated between two and three feet, and two cases in which they penetrated five feet. In half a dozen cases the projectiles made craters above five feet in height and from four to eight feet in width. In another case a shot made a crater ten feet in height and eight feet in width, and the parapet wall at this point was cracked twenty-five feet in length. Two 15-inch shell "penetrated the wall of the eastern face, just below the embrasures in the second tier"—one exploding in the casemate set fire to some bedding; the other passed through a window and burst in the centre of the fort. The principal craters are reported to have been made by shells exploding in contact with the wall. The carriage of a 10-inch Columbiad on the western face was completely demolished by a shot coming over the parapet. "An 8-inch Columbiad burst on the eastern face, throwing the chase and half the reinforce over the parapet, the other half over the quarters in the parade, demolishing the carriage."

In connection with the number of times Sumter was struck, it is worth while noting the number of shots received by the fleet. As near as can be ascertained this was about four hundred. From a statement of the number of shots fired by all the guns brought to bear on the fleet, it appears it was 2,209; so that less than one out of five of the shots fired by the forts struck the fleet, while almost one half the shots fired by the fleet struck the fort. But of course the target was in each case very different.

Another point definitely settled by these reports is the exact number and size of guns brought to bear against the fleet. The number was seventy-six pieces in all, including mortars. Thirty-seven of these, exclusive of mortars, were above the calibre of thirty-two pounders—eight and ten inch Columbiads, nine-inch Dahlgrens and seven-inch Brookes' rifles. The casualties of the action on the rebel side were three killed and eleven wounded—in all fourteen.

The next subject embraced by these documents has relation to the capture of Morris Island by the Union troops, and the subsequent operations against Fort Wagner and Fort Sumter. Gen. GILLMORE effected the landing of his forces on Morris Island, under cover of the Navy, on the 10th of April. It has been all along known that the island was at this time in a strangely unguarded condition; and it now appears from these official documents that the entire force of infantry was about 700 men, to wit: the Twenty-first South Carolina, two companies of the First South Carolina Artillery, and a detachment of the First South Carolina Infantry. In addition to this there were in detached batteries along the shore eleven heavy guns, and at the northern extremity Battery Wagner and Battery Gregg. The Union force having landed, "advanced immediately, driving back our inferior force of infantry, and succeeded in expelling our troops from the south end of Morris Island. This was not effected without a severe struggle, in which we lost 294 killed, wounded and missing." The retreat was made to Fort Wagner, where the troops were formed to resist further advance, and the guns of the fort were opened on the pursuers. On the following day Gen. GILLMORE made an assault with the view of carrying the work, but it was repulsed. The rebels claim to have buried over a hundred men inside their lines and to have taken 130 prisoners, but GILLMORE affirms his whole loss was not above 150 men. Their loss, in this affair was eleven killed and wounded.

After this several days were passed by Gen. GILLMORE in erecting sand batteries, which, being completed, a heavy bombardment was opened on Fort Wagner on the 18th of July, and at night a renewed assault was made on the work. The fort was held by the Charleston Battalion and the Fifty-first and Thirty-first North Carolina, and was under command of Brig.-Gen. TALIAFERRO, from whose report an extract may be of interest:

"As night approached the increased severity of the bombardment plainly indicated that an assault would be made, and orders were issued to the command to prepare to man the ramparts. At 7:45 the lines of the enemy were seen advancing, and the bombardment slackened to an occasional shell from the ship and land batteries. As the enemy advanced they were met by a shower of grape and cannister from our guns and a terrible fire of musketry from the Charleston Battalion and Fifty-first North Carolina. These two commands gallantly maintained their position and drove the enemy back quickly from their front with immense slaughter. In the meantime, on the left of the work, the Thirty-first North Carolina could not be induced to occupy their position, and ingloriously deserted the ramparts, when, no resistance being offered at this point, the advance of the enemy, pushing forward, entered the ditch, and ascended the work at the extreme left salient of the land face and occupied it. I at once directed Lieut. Col. GAILLARD to keep up a severe enfilading fire to his left, and directed the field pieces on the left of the fort, outside of the sally-port, to direct their fire to the right, so as to sweep the ditch and exterior slope of that part of the work thus occupied.* The main body of the enemy, after a brief attempt to pass over the field of fire, retreated under the fire of our artillery and of Sumpter.** Whenever the enemy in the salient showed themselves a sharp fire was kept up upon them, and after considerable injury thus inflicted a party of the Thirty-second Georgia having been sent along the parapet to the left, and on top of the magazine, to approach the rear, they surrendered.

In front of the fort the scene of carnage was indescribable. The repulse was overwhelming."

Gen. GILLMORE now abandoned the attempt to take Fort Wagner by assault, and began to make regular approaches by parallels and gaps. At the same time having completed his heavy batteries he commenced, in coöperation with the fleet, to reduce Fort Sumter. The progress of this work is detailed in a very interesting manner in a minute dairy by Gen. RIPLEY, which is now before me. One or two extracts will suffice to show what Gen. GILLMORE was about.

"On the morning of the 12th (August) the enemy opened with two hundred pound Parrott shot and shell upon Fort Sumter from his batteries near the foot of Craig's Hill, on Morris Island, a distance of about 5,000 yards. Wherever the shot struck light masonry it did serious damage. The fort was struck seventeen times.

During the afternoon of the 13th the heavy Parrott guns of the enemy opened at Fort Sumter, of which several struck the gorge wall and the reinforce to the western magazine, injuring the brick-work to a considerable extent, but not sufficiently to cause any serious apprehension of a speedy penetration of the defences on that side.

On the morning of the 17th the enemy opened with three 200-pounder Parrott and one 100-pounder on Fort Sumter. The fire was kept up with but little enthusiasm throughout the morning. Six hundred and twelve shot and shell were fired at the fort, of which most struck. The casualties were one man killed and thirteen wounded. The fort was seriously injured on the northwest face. The land batteries kept up the cannonade on the 18th, with the effect of causing the wall on the northwest face of Sumter to project and cutting well away into the gorge. By 10 o'clock the cannonade on the fort had become more serious than hitherto, damaging the wall seriously, killing one and wounding four. All the gorge guns had been rendered useless. The western quarters having been demolished, the walls were torn down by the gunners. The width of twenty feet of the gorge wall fell during the night. The fort received 780 shots, 408 outside, 241 inside, and 131 over.

On the 20th the enemy reopened his fire heavily, doing, as might be expected, more damage than before. At night Col. RHETT reported it as the heaviest which had taken place. 879 shots were fired. The greater portion of the gorge wall had fallen in, and the northwest face was clearly breached."

And so on through the long story of this wonderful bombardment.

In the meantime, the preparations against Fort Wagner had been pushed steadily forward. By the beginning of September the head of the sap had been pushed to within forty yards of the salient of the work, which had itself been seriously damaged by the fire of the heavy batteries, and Gen. GILLMORE fixed on the 7th for the final assault. It had, however, by this time become quite plain to the enemy that it would be futile to attempt to retain Morris Island much longer; and among the documents are the minutes of a conference held at BEAUREGARD's office on the 4th of September, and called by him for the purpose of determining how long it would be possible to hold the island. There were present at this conference, in addition to Gen. BEAUREGARD, Gen. GILMER, Gen. RIPLEY, Gen. JORDAN, Gen. HAGOOD, Gen. COLQUITT and Col. HARRIS, Chief-Engineer. The questions and answers, though interesting to the historical student, need not be reproduced. They developed the utter hopelessness of the situation; and when, on the 6th, BEAUREGARD received from his Engineer-office a report stating that Wagner was no longer tenable, and that the garrison must be sacrificed if the position was not immediately evacuated, he gave orders for the withdrawal from both Wagner and Gregg that night. The evacuation was effected with perfect success.

The only remaining subject covered by these documents is the night attack made on Fort Sumter on the 9th of September. It appears that the terrible bombardment which Fort Sumter had experienced for six weeks had so disabled its armament and rendered it so utterly useless for offence that the artillery garrison had been removed, and the fort was now held by a detachment of infantry, under Major STEPHEN ELLIOTT. DAHLGREN, assuming that the fall of the Morris Island works would necessitate the abandonment of Sumter, sent to Major ELLIOTT demanding the surrender of the fort. After some communication had been held with Gen. BEAUREGARD the answer was returned to the Admiral that he might have Sumter when he took it. DAHLGREN accepted the challenge, and fitted out a boat party which, during the night of the 9th, attempted to surprise and capture the fort. The attempt, as is well known, was a total failure, but the story on the other side has never been told. Here is the words of Major ELLIOTT:

"Having for several nights expected a boat attack, I had one-third of the garrison under arms on the parapet, and the remainder so posted as to reinforce with promptness. At 1 A. M. I saw a fleet of barges approaching from the eastward. I ordered the fire to be reserved until they should arrive within a few yards of the fort. The enemy attempted to land on the southeastern and southern faces. He was received by a well-directed fire of musketry and by hand-grenades, which were very effective in demoralizing him.

Fragments of the epaulement were also thrown down upon him. The crews near the shore sought refuge in the recesses of the foot of the scarp, those farther off in flight. The repulse was decided, and the assault was not renewed. His force is reported to have been 400 men; but it is believed to have been much larger. His loss is four men killed; two officers and seventeen men wounded, and ten officers and ninety-two men captured. We secured five stands of colors and five barges."

With this failure the siege of Charleston may be said to have terminated. Fort Sumter we were never able to take by direct attack. The bombardment of the forts and the city was occasionally renewed, but we were never able to penetrate the inner lines of defence or hoist the flag upon the ruined walls of Sumter, until Charleston fell like the rest of the State before the ownward march of SHERMAN. LIBRA.

MARTHA'S VINEYARD.

The Camp-Meeting—Picturesque Scenes—Character of the Preaching—The Camp-Meeting Herald.

Correspondence of the New-York Times.

"WESLEYAN GROVE," EDGARTOWN,
Sunday, Aug. 18, 1867.

We reached Martha's Vineyard after a sail of twenty miles, enlivened by patriotic bursts from the Bridgewater Brass Band and the strong ocean breezes. The landing was unattractive; a long, unpainted building papered with placards, setting forth that pork and beans, clam chowder, lemonade and cigars were to be found in the "refreshment-room" inside; a row of "jobbing wagons," guarded by clamorous hackmen, who laid hands on shoulders and flourished whips suggestively, to induce entrance into their respective carts. I am bound to confess that they are not so uncivil as they appeared at the first; for our Jehu obligingly offered to hunt up for us any tent we were seeking. Clouds of dust saluted our faces as we drove over the road to the camp-ground. Carriages are not allowed in the principal avenue, so we alighted in the rear of a row of tents and walked along, feeling every instant a growing spell of enchantment. Fairy-like cottages succeed picturesque tents, twisting, turning in every direction. We thread a noble avenue of trees, with a green-painted pump in their midst, and the post-office conveniently conspicuous, called Trinity Park, and lo! we emerge in view of the speakers' stand—a semi-circular pagoda, from which radiate hundreds of wooden settees, then filled by a vast congregation. Perfect order and quiet characterized the scene. A grove of oak shaded the seats, through which the sunlight flickered, making leaf-outlines on the vacant benches. The tones of the preacher's voice came softened to a continuous murmur. A cabinet organ in front of the stand sent up a flood of melody, and hundreds of throats sang "I'm happy, I'm happy; I'm on my way to Zion." Happy? Well, they looked so at any rate—cool, comfortable and "happy."

The "society tents" form a complete circle around the stand; large black letters over the entrances prevent confusion and mistakes. Pawtucket, Holmes Hole, Warren, &c., glided by as we glanced in and up inquisitively. Four large tents from New-Bedford indicated a prosperous state of the church. In one a notice was posted: "Persons wishing lodgings must procure tickets of the tentmaster and conform to the rules of the meeting. Single tickets twenty-five cents. The tent was spacious, with rows of pegs around the sides holding all sorts and sizes of garments. Fresh straw was thickly spread on the floor, and an extra pile of bundles in one corner. A row of trunks ranged down the centre with settees in a row behind. At one side, in the rear, was a little dressing-room with looking-glass, tin washbasins and dippers and a water pail on a stool. The tentmaster seemed quite willing to accommodate strangers, and the red tickets were transferred from his pocket to ours.

Smoking is forbidden in these tents, as also in the circle. Blue-coated policemen are in force to preserve unbroken order. But, wandering aside from the Grove through Washington-avenue, we come upon a pretty scene of domestic bustle; dinner was being spread inside the private cottages. There are nearly a thousand of these, and new ones are constantly going up. Families from the mainland spend "the season" here. Children were playing in the walks; ladies sitting sewing or reading or chatting in the doorways; rustic seats everywhere wooed the weary; overhead the oak trees whispered to each other; the hum of the sewing-machine was heard; gentlemen lounged in the shade smoking; photographers were taking views of cottages; in short, it was a miniature city set down in the woods. The cottages are very pretty, with Gothic arches and balconies: they consist of only two small rooms and are open at each end constantly throughout the day, giving one a glimpse of all that transpires within. The curtain partition is drawn aside, revealing two tiny beds in the inner room, while the front is luxuriously furnished with pictures, sofa, carpet, easy-chairs, &c. Canary birds sing outside the doors. Tree-trunks are converted into moss-draped baskets of flowers. Ivy drapes the white tents with a beauty beyond architecture. Circles of shells ornament the roots of trees, and I saw one valuable tritons ensconced in a low-spreading bough and filled with flowers.

The avenues dividing the circles of tents and cottages (the whole plan is circles intersected by avenues) are numbered, so that it is easy to find one's way through the throng. The residents seldom go to the meetings except to wander around in idle curiosity. The "boarding-tents" are numerous, with copious advertisements of edibles; but having experimented with several, I cannot pronounce one superior to another, and all are "just what one might expect." I chanced to see a funny episode in one "J. PIPER's tent" one afternoon. Two weary looking women near me called for supper. The hours of meals are fixed by society regulation, and it was a half-hour too early for a regular supper. However, in pity for their famished condition the waiter condescendingly furnished cold meat and bread with tea. Their look of amazement when charged the usual price for a warm supper was comical: however, they paid it. "Would you like some cake?" then inquired the waiter. "Yes," and they resumed their seats. It was the work of a few moments for the elder to whip out her folded handkerchief and wrap the cake therein for a future lunch. But as they rose again, up steped Sambo, saying "That are cake is extry; five cents a-piece, how many you got?" "Six" faltered she. "Thirty cents!" promptly reckoned Sambo. Their look of indignant despair I shall never forget, as they a second time paid the piper.

The small parks within the circle of tents and cottages are poetically named; it is pleasant to sit and listen to the subdued chatter of white robed maidens flitting hither and thither. The trees are very old and gnarled, and are high for island products, with lichens covering their trunks and moss depending from their upper branches. From "Forest Circle" we are drawn at last by a bell clanging for evening meeting. Croquet parties were enjoying the balmy evening away from the policeman's beat, and the click of the mallet blended with the cricket's chirp as I strolled back to the stand. The presiding elder conducts the exercises—Rev. S. C. BROWN, of Providence.

Why Methodist preachers should depend so much on vehement utterance for an impression on the souls of sinners is to me a mystery. Such sentences as "Souls must live in rapture or in the bitterness of torment," "This vast multitude is rolling into the jaws of everlasting destruction," make up the substance of camp-meeting discourses.

"Come below, brethren, and let us go right at work at this giant monster, Sin! We'll vanquish him yet, by the grace of God!" "Yes, that we will!" Loud cries of "amen! amen! hallelujah! have mercy!" resounded as the pagoda was cleared in response to this invitation, and the clerical gentry mingled with the crowd, entreating and exhorting.

A little girl went forward to the "anxious seat." A brief testimony to their power of appeal, for her mother immediately followed and led her back. "Come to Jesus," shouted the singing master, with powerful workings of countenance, and the vast throng took up the hymn. He rolled his r's with nearly as startling emphasis as the locust's whir in the trees above his head.

"I know a young lady who is here," a clergyman broke forth in an excited manner. "Her father and mother said to her as she left them: 'You are an unconverted girl, SUSAN, and you are going to that camp-meeting, and we shall pray for you.' And now, SUSAN, are you coming to Jesus? There are angels over in Rome."

"To carry the tidings home."

But no young lady responded to the direct summons. At 10 o'clock the bell rang for services to close, and for all to repair to their tents for evening devotions. Then a curtain was drawn across the centre of the tent, the ladies occupying the rear, and the work of making beds of straw began amid much merriment. Becoming loud and prolonged, a policeman's rap on the canvas restored quiet. Some thirsty soul, groping for water, found the bucket missing. Ah! that is one of the "regulations."

"The occupants of each tent, upon retiring for the night, shall place a pail of water near the entrance, that it may be easy of access in case of fire."

Some thoughtless one extinguished the lamp; again the watchman's signal, "Light your lamp!"

And we find that "a light must be kept burning in each tent all night." No blankets or bedding of any sort are furnished strangers. There is plenty of straw, however, so we cast ourselves into the rustling depths and think of the lovely solitudes of the aborigines. "Margery Daw lay upon straw," chanted a frolicsome damsel. "Hush! the watch will rap," responded another.

The merciless bell called us at 5:30 o'clock. There were "morning devotions" and breakfast in the tent for those who brought their own provisions. One man placed a tall wooden firkin between his knees and groped among its contents. When next I looked one hand supported a huge quarter of mince pie, carved into a couple of half moons by his teeth, while the other held a pointed stick, with which he speared bits of cheese and unconsciously brandished them as he talked.

A meeting in the Grove at 10 o'clock again, with a respite for dinner. One day is precisely like another here. The evenings are the most attractive; when the lights glimmer among the trees and the tent-like cottages are illuminated, it seems like an enchanted region, which a careless word might break forever. A daily paper is published on the grounds called the Camp-Meeting *Herald*, and it is cried through these sylvan glades by newsboys in metropolitan style. The first meeting on these grounds was in 1835, when there were only nine tents around the speaker's stand. The increase of population is deplored by some of the earnest members of the Church, as tending to fashion and frivolity and "overcoming the Word." It is probable that a few years will see the Vineyard abandoned by those who seek it for spiritual communing, while great hotels will occupy the space devoted to "society tents," and flaming advertisements will set forth the advantages of this seaside retreat.

Elldtown (or Edgartown) is about three miles from the encampment, with a population of three thousand. Scattered along the shore, at intervals of several miles, are picturesque hamlets with singular names, as "The Chop," "Holme's Hole," and "Squam." The shore shelves abruptly to the beach; approaching at a distance, the sandy cliff glistens white in the sunlight. The island is considerably larger than its sister isle. There is an ancient legend—prettily told in verse by Miss MARIA MITCHELL, of astronomical fame, whose home is in Nantucket,—that a sachem found his moccasins filled with sand while walking, and emptying one into the sea, up rose Martha's Vineyard. Pleased with the vision, he straightway took off the other, and lo! Nantucket. But what originated Elizabeth Isle?

Here, as elsewhere, one notices the injunction set up in startling letters over the grassy plain, "Don't rut the roads!" Here is the same social temperament characteristic of the Cape and Nantucket. Not only are your conversational advances met half way, but more. The inquisitive questioning of the Yankee recedes to make way for their garrulous confidences. It is amusing to notice their readiness of trust in a stranger; in five minutes after an introduction, an islander or Cape man will be pouring into your listening ear familiar details of home matters, the family ailments, and will regale you with stories of all his kindred. Nay, no "introduction" is necessary to acquaintance. You are received in good part, and cordially welcomed and talked to, from wherever you may appear, though you spring upon their vision without a single premonition. It is common to hear one of a party ask an entire stranger to sing, tell stories, or propose games of some sort, "to wet up the stiffening," as they oddly term promoting ease and sociability.

In taking leave of these sandy islands, I cannot forbear farewell mention of the Captain of the *Island Home*—his noble and courteous demeanor, his fatherly kindness to the weak and suffering among his passengers, win a word of praise. He is a true sailor, though he wear earrings. He tells me that it costs him $10 a year for a certificate, and that should he chance to neglect having it renewed every September, he is liable to a fine of $500 and three years' imprisonment.

He wearied of the monotony of the cruise. Six years' constant travel on one line was sufficient, he thought, to disgust any one. "But I see many laughable things," quoth he. "I occasionally have one passenger who waits until every one has gone aboard before she will stir from the wharf, then she runs over the gangway as if she were shot. She says she's afraid the boiler'l explode, and she don't want to be near it," laughed Capt. MANTER. "Sea-sick? Why I knew one woman to faint fifteen time; I thought she'd die before I could get her to Hyannis."

But the blue sky and green water, with purple patches woo me to a stroll on the beach before I leave. Sunday the camp is always thronged. New-Bedford boats are constantly pouring forth throngs for to-morrow, when "the power" may be expected, according to ministerial prediction. Monday—day after to-morrow—there will be dull silence in "Wesleyan Grove," and dismantled tents. L. W.

A MOUNTAIN TOURIST.

The White Mountains—How I Went and How I Mean to Go Next Time.

It is written that we must live one life to learn how to live, and if so, *a fortiori*, must we blunder through the White Mountains once before we can know how to "do" them as they should be done. The proverbial uselessness of our experience to each other shall not deter me, nevertheless, from endeavoring to impart my earnings in this kind to others who may have more immediate prospect of spending them.

It is written again that one must cut his coat according to his cloth, and if the latter be enough for a full suit the question is quite other than if it were barely sufficient for one of these bob-jackets. So, if one has time for a full mountain tour—why, so; there be delights and fatigues, helps and swindles, lakes and mountains, continuously all around through Northern New-York, Vermont and New-Hampshire, sufficient for coat, waistcoat and continuations to cover, respectively, three as good weeks of weather and work as can be found in the Summer. On the other hand, were the material restricted to a scant six days, careful cutting-out will make every inch of it tell in a single well-fitting garment of beauty and pleasure that may last the mind, with good keeping, for years. As I took a full suit, for once in a long period of hard work, (the very worst way,) we will first swing around the circle, if the reader pleases, by way of Saratoga and the old ante-revolutionary battle-scenery of Northeastern New-York.

The observations of a greenhorn are usually good enough to lend freshness to the stalest themes of the very tourists and special correspondents themselves. If some such person would come to New-York City from the rural districts in the dew of his innocent verdure, explore the town and write up its sights as he saw them, and as no "cit" *can* see them, and ably withal, he would secure the admiring attention of every intelligent native. A course of lectures on New-York might be delivered in the city by such a man (or woman) for once in his or her lifetime, with extraordinary profit to the lecturer, and instruction and novelty to the hearers. So, likewise, a touch here and there from the fresh-kindled imagination of an untraveled citizen, would make the tour of the Hudson, of its sister waters, and of its paternal hills, to glow with more than the splendors of romance and fairyland. Think what such a mind would make, for the first time, of those royal traveling palaces of the people, the *St. John*, *Dean Richmond*, and *Daniel Drew*; of the racy, insect-expelling atmosphere of Saratoga, the breezy groves and colonnades of the "Union," and the exuberance of gayety, beauty, dress, music, man and woman, that floods the day and night; of the upper valley of the Hudson, and the legendary wilds and caverns of Glenn's Falls; of the crystal splendors of Lake Horicon—no dug-out in the clayey lowlands, tinged with the alluvial wash of hundred-mile tributaries, but a rock-cut goblet between the very pedestals of the topmost hills, filled directly from their cold pure breasts that overhang and mirror themselves in its transparent depths—of the dark and bloody ground of Fort William Henry, and the weird gloom still lingering among its pines and junipers; of the glittering spectacle and grim story that flashes on the mind, with ABERCROMBIE's 20,000 bayonets, rowing, with gay music and banners, to that terrible slaughter, or resting so peacefully on the Sabbath eve of it, just where our little steamer now passes "Sabbath Day Point;" of the snow-white Falls of Ticonderoga, where the everlasting barrier of rock holds the pure lake aloft in its purity, permitted only to send a dazzling tribute down to Champlain; of the haunted ruins of Fort Ticonderoga, and the striding shade of ETHAN ALLEN; of the springing outline of Mount Defiance cleaving the sky with a slope straight as an arrow, like a railroad grade begun toward heaven, or of the marvelously human voice with which Mount Independence opposite replies to our call.

But let the Adirondacks carry off our unsophisticated enthusiast to the left, while we turn to the right, and press on. It is well, for as we are in a hurry just now, he begins to be the least bit of a bore, besides having crowded out all those practical reminiscences of routes and expenses, cars and stages, baggage and botheration, that were to have duly enlivened this part of our story. We shall now be able to devote ourselves to the practical object with which we set out.

A fine steamer, crowded with passengers, suddenly bears down for us amid these picturesque solitudes—one of the most stimulating contrasts in life—and now the romantic shores of Lake Champlain pass in long review. Arriving at Burlington, you cannot do better than our party did, viz.: land, and take the railroad and subsequent stage for Mansfield Mountain, which is, to my mind, one of the most perfectly enjoyable and satisfactory resorts in the whole mountain tour, not excepting the White Mountains themselves. At the half-way-house the lake comes into view, and from that point to the Summit Hotel the windings of the zigzag road amid the forest verdure disclose ever-recurring glimpses and views of the mountain-framed mirror, ten miles wide, and visible for a hundred miles of its length at once. A glorious sunset beyond the Adirondacks—a characteristic feature of the evenings here—is, when viewed from Mount Mansfield, and reflected in the still lake, as smooth as glass, a sight to remember and enjoy forever. You have an excellent hotel at the summit, accommodating, at times, a hundred and fifty guests, a cool, bracing atmosphere, and may enjoy a stay as long as you have nothing better to do. We returned to Burlington, and took the Vermont Central Railroad to White River Junction, thence proceeding by Connecticut River Railroad to Littleton, the railroad terminus for the mountain passengers. You can do better—hire a conveyance from the summit direct to Stowe (six miles,) whence a stage runs ten miles, to Waterbury and the railroad.

At Littleton we meet the passengers who come direct from New-York and the East, and our fortunes and theirs are thenceforth united, or may be, if we can agree in our treatment of the White Mountains. Supposing your trip must be made between two Sundays: Taking the former part of Monday for getting ready and leaving your last directions, you take the afternoon train, or better still the steamboat, to New-Haven; thence to Springfield for the night; thence away early in the morning of Tuesday to Bellows Falls, where the Connecticut River Railroad takes you up, and deposits you at Littleton in the course of the afternoon. From Littleton the stage starts at 5 P. M. for the Crawford House. We stop for supper at Bethlehem, where I would not advise you to deny a good meal to a good appetite, but don't lose the magnificence of the mountain views at this point. Leisurely tourists should not go on further this (Tuesday) night, but take their ease in their inn, and tarry in Bethlehem a day or two. We who push on have a romantic ride in the half dark, by a wild river, up among the mountains and through the woods, higher and higher, wilder and wilder, until 10 o'clock, when another of those most exhilarating of contrasts breaks upon the solitude, in the splendor and bustle and gaiety of a great hotel, shining suddenly out of the lovely night.

Next morning a large party will set off on horseback for the Tip-Top House. If you decide, as we did, to accompany them, there will be no lack of excitement, and perhaps of peril and adventure. The wagon road is and the railroad will be both tame ways of viewing and not feeling, physically, the rugged wonder of the ascent. If the horses furnished by mine hosts of the Crawford were truly worthy of the name, and not jaded beyond their strength and balance by excessive climbing and descending, the ascent in the saddle, for good riders and strong nerves, would be, without qualification, advisable. As the conditions are just the opposite, I reached the opposite conclusion, especially when my wife's horse, just before me, which had found his knees too often, all the way, at last lost footing on a steep pitch of steps in the rock, fell backward and rolled his helpless rider headlong down the path, under the feet of my horse, whose hoof I scarcely saved from crashing down upon her very head. Another lady of the same party fell off her horse at one of those steep pitches, and escaped not without painful contusions. Nevertheless, it was an exhilarating ten-mile ride; thirty-five in the party, strung out in a cavalcade a mile long, winding over successive summits, and presenting a very picturesque appearance, even to themselves.

We reached the Tip Top House at 1:30 o'clock, feeling the cold, searching wind, of course, rather severely, (this was July 30,) and glad to embrace, or be embraced by, the comfort of a rousing fire. You have only a couple of hours here, if you return with your horses and save your money. We stayed over night; enjoyed a few fine glimpses of views in the course of the afternoon, as the shifting winds drove out the masses of cloud below us, here and there; and the next morning, at 4:30 o'clock, enjoyed a perfect sunrise—the clearest morning in a month, 'twas said—beholding the Atlantic, Lake Winnipisiogee, and the unnumbered mountain tops in the universal ocean of golden light—sights which, like Niagara, every being with a soul surely wants to behold once. The tip-top house has a very reasonable system of charges, not at all high, compared with the situation; $1 50 for lodging, as much for each meal, and you have the privilege of eating and paying, either not at all, or once a day, or as much oftener as you may please; so that it is your own fault, or the fault of your appetite, if you do miss your money's worth.

At 6:30 we proceeded to the Glen House, descending the mountain at a round trot by the winding stage road, in an hour and a-half; a ride full of exhilaration for a sensible person, being devoid of danger, beyond what is incident to the progress of all mortals at all times. The road is of the best that can be made, and the grade about 16 in 100. It takes four hours and a-half for the same conveyance to ascend. Next starting at 9, we have a superb ride of thirty-five miles among the mountains, and through the famous "Notch," back to the Crawford House, which we reach at 7 P. M., having ridden all day; but the enjoyment of the magnificent scenery over pays the fatigue a thousand fold. Next morning we are off to the Profile House, another magnificent ride of 27 miles, bringing into view a number of the celebrities, such as Echo Lake, the Flume, Old Man of the Mountain, &c. On this route, an opposition line of stages has been started, which has reduced the fair from $4 to $2 20. The old line consequently takes passengers for anything they choose to pay. The object being, of course, to kill off the opposition, those passengers who are at the same time glad to get rid of paying a fair price, and disposed to aid in restoring the monopoly with their exorbitant fares, yield readily to the treacherous blandishments of their natural enemies, and aid in killing their friends. Having a partiality for reasonable charges, and not for insidious charities, I stood by the opposition, and paid a little more than I might have done, but no more than I ought. We found first-class entertainment at the "Profile," and a stage which returned us to Littleton, 12 or 14 miles, for $2.

But we have left our six-day party and Wednesday morning, waiting at the Crawford House. Still, as it has not been over ten minutes, even Wednesday morning, harnessed to Time who waits for no man, will not be gone when we get back. To enjoy the excursion I propose, it is necessary to make the supposition that we are a strong walking party. This conceded, we shall hire a conveyance to the point where the new "sky railroad" is commenced, ride in its freight cars as far as they run—say three-quarters of a mile—and then climb the mountain on foot, two miles and a half by a fair path to the Tip Top House. There, after this sturdy morning walk, we shall be able to get our twelve shillings worth of rest, and probably another like equivalent in supper; go down on Thursday morning to the Glen House, and take the "Notch" ride to the Crawford; Friday morning, ride to the Profile and dine; return by stage to Littleton, as above, and get home Saturday night by train or Sound steamboat, as preferred. That is the way I should go through the White Mountains, in the scant time supposed, when I go next. Those who go another season can, if they prefer, ride to the summit in the new climbing cars. Perhaps it will be too fatiguing to walk under those circumstances.

H. C.

THE ADIRONDACKS.

The Lake Region and its Delights—Boating, Hunting and Fishing.

Correspondence of the New-York Times.

IN THE ADIRONDACKS, Saturday, Aug. 10, 1867.

I said in my last letter that this one was to be dated from the region which lies under the shadow of the Adirondacks. It is only in the early morning, however, that their lofty heights intercept our sunlight, for the lake upon which the camp of our party is situated lies far to the west of the Adirondacks proper. This region is in fact in the east a region of mountains, but in the west a region of lakes and rivers. A trip to the Adirondack country, therefore, may be either one of two very different things. It may be a trip among mountains, beginning with a wagon ride over roads made up in about equal parts of mud-holes, rocks and corduroy, or logs laid crosswise, followed by slow, rough rides on sharp-backed horses, hard tramps through deep woods, and scrambles up and down mountain sides and through dark defiles—a difficult, laborious, but health-giving excursion; or it may be a wagon ride over a tolerable stage road, around the mountains to the lakes which lie to the west of them, and then a journey of days, during which you may sit at your ease in the stern of a light boat, while a stout oarsman rows you through lake after lake, surrounded by shaggy hills, through narrow streams which wind as if they had hopelessly lost their way, or along the larger bends and sweeps of the rivers, with occasionally a carrying place where you must leave your boat and walk a mile or a few rods, as the case may be, to go around some fall or rapid, or to cross some water-shed.

The latter trip is the more frequently taken, as it is the easiest. In it you get no views from the mountain tops, but you become acquainted with the lakes and the waters, and also with the hills and mountain tops as you look up at them from below.

For myself, I prefer the lakes to the mountain climbing, but I prefer also not to take the lake trip as most take it. They generally go upon some part of a comparatively frequented track. They go in to the Saranac Lakes, and from them go down the Raquette River to Tupper's Lake, and through that to Forked Lake and Raquette Lake, and back again by Long Lake, or they take some part of that trip without going the whole round, or some other similar one. For myself, I prefer to find out some smaller lake or pond which is not so often visited, even though I have a harder tramp to reach it, and when there to camp down for as long as I can stay, and then go home again. One does not in that way gain so much knowledge of the country; he does not see so many and so varied landscapes of lake and mountain, of promontory and bay, but it seems to me that he becomes better acquainted with the wilderness.

Besides, if one wishes sport, that is the way to insure it. No doubt deer are to be found often in the more frequented regions. I was shown where, as a boat was coming up Long Lake within a mile and a half of the village, a deer was seen on the edge of the Lake, and as at sight of the approaching boat it turned away and sprang off through the bushes, the swifter rifle-bullet broke its neck as it sprang, so that it turned a complete somerset as it fell, and was found dead with its head toward the Lake. But such things are not so frequent as that we, who go there to stay for a few days only, can afford to take the chances of them. It is better to go where the deer are less disturbed, and come more frequently. Doubtless one would camp on Long Lake, and with the help of dogs could get venison. But on the lake or pond where we camped for eleven days we saw forty-three deer, not one of which had been disturbed by the bay of the hound upon his track. And the venison which we ate was all the better that it had not been heated by a long run for life.

Yet we did not quite all the time have all the venison we wanted, but that was not the fault of the deer but of the marksmen, as our experience of the first three days will show. The lake is a small one, about a mile and a half long by half a mile broad, with a bay setting off from the middle of one side at right angles for about half a mile. We reached the end of this bay about 4 o'clock one bright afternoon. As we looked down the bay we could see neither end of the lake, but at the mouth of the bay rose from the water a large rock, and between it and the point on the right, some eighty rods, was a long stretch of shallow water, hardly deep enough to allow a boat to pass between the rock and the point. In these shallows, grew scattered rushes, and a soft grass, fine as hair almost, which the deer is very fond of. We were resting on the shore at the landing place, for we had a long and laborious walk. The boat was in the water but the little loading which we had brought was not put in it, and we were chatting about indifferent matters, when the keen eyes of one of the guides detected two deer feeding in the shallows. Two guns were quickly loaded, and with a stout arm at the paddle in the stern, the two hunters set off, exulting in the prospect of venison for their first supper in camp. A word as to the artillery. One gun was a breech-loading carbine which had seen some service against the rebs, and was pronounced by its owner able to carry a ball half a mile with entire accuracy. The other was a double-barreled rifle and shot-gun comparatively untried, the shot barrel having in it one of ELEY's buckshot cartridges, with nine buckshot. Silently the paddle swept us down toward the point, the double barrel in the bow, and the breech-loader in the middle of the boat, all eyes intent on the motions of the deer as they bit off the soft grass in the water, every now and then raising their heads and looking round, lest danger should catch them unawares. As we came out of the bay the wind coming up the lake struck us sideways, and the waves bobbed the boat about so that for an unpracticed hand the prospects of holding a gun steady enough to hit anything smaller than the side of a mountain suddenly became small. However, each selected his mark, and as the deer at last caught sight of the approaching boat and raised their tails as an indication that they were about to run, both triggers were pulled. Only the cap of the breech-loader snapped. The bullet of the rifle flew wide, and away went both deer helter skelter to the shore. There was time enough as they ran by to get off the shot barrel at the hindmost, but its only effect was a slight acceleration of the pace of the deer, which disappeared in the thickets, carrying with them our venison supper and leaving behind a boat full of blank and disgusted looks, and anathemas upon side winds and cartridges that would not go off, and deer that would. The guide intimated, in pity for us, as I have since surmised, that the deer jumped as if some of the buckshot hit him, and on paddling over to the place pretended to see a hair or two on the water which had been cut off by the shot. This was eagerly believed at the time, but on more sober reflection I have grave doubts about it. A careful search among the bushes showed no trace of blood, and we must needs return to the landing for our baggage, sadder, if not wiser men.

The next morning while we were out on the lake engaged in sinking a buoy, a deer was seen to come from the woods to the edge of the water not very far off, and away we went again "on thoughts of venison intent," the breech-loader in the bow this time, and the double-barrel in the middle seat. Everything was favorable for us. A little point, covered with bushes, projected out into the water a short distance from the deer, and behind this the guide paddled us up to within some ten rods, telling us to be ready as we came round the point. Ready we both were, and as we came round there stood the deer in full view, with his head down feeding, and a bush intervening and preventing him from seeing us. Again the treacherous cap of the breech-loader snapped without exploding the cartridge, and was at once followed by the shot-barrel from the middle of the boat. It went off and so did the deer untouched, and in a few moments we could hear him snorting derision at us from the depths of the forest; for a startled deer, if not too badly frightened, will stop when he arrives at a safe distance and snort like the puff of a locomotive at that which terrified him. There was not much said in the boat, but there was on the one part a determination "to do something with them cartridges," and on the other a vow not to shoot that shot-barrel at a deer again, unless he was near enough to be hit with a paddle. The gun, on practice, was found to scatter so as to make it useless at ten rods with buckshot.

Perhaps it may be thought that this was hard enough for us to bear, yet worse was in store for us. That afternoon, as the owner of the breech-loader was in a boat alone, a deer made his appearance on the shore, and in hot haste the boat was pulled after him. The cartridges had been "fixed," new primed with fresh powder, and on firing at a mark they had gone off every time, so that this time there could be no such failure as before. But when the sportsman arrived within reach of the deer, and after a steady aim pulled the trigger for the third time, it proved to be only the cap and the deer that went off, and not the bullet. An immediate investigation as to the cause, with many evil thoughts, at least, about the cartridges, disclosed the mortifying fact that there was no cartridge at all in the gun, which had been left unloaded.

Nor was this the climax. The gun was no sooner loaded than another deer appeared on a sandy beach a little ways up the lake, and thither went the boat, paddled quietly up to within a short distance of the deer, which, as the lake was getting shaded, could not distinguish the boat enough to detect the danger. The pull of the trigger this time was followed by the roar of the piece, but the deer did not fall, nor, to the amazement of the sportsman, did he run away. He only jumped once and stood still looking to see what it was all about. These breech-loaders are loaded quietly and quickly, and while the deer still stood, a second shot was fired with the same result. A third, and a fourth followed with no better success. As the marksman remarked when telling the story afterwards, "I fired four times at him while he stood there, and then he burst out laughing and ran off into the woods." Further investigation convinced us all that a gun which would hit the mark at half a mile was apt to shoot over at ten rods.

I think I have said enough to convince any one that if we went without venison for two days, it hardly lay in our mouths to charge it upon the barrenness of the land. The third day was to bring us better results. We were rowing quietly along, two boats of us, about 4 o'clock in the afternoon, when, as we came around the great rock, of which I have spoken, a deer was seen on the western shore, say a quarter of a mile off. It took but a few moments to make the necessary change of position in the boat, to paddle instead of rowing her, for the deer is quick of hearing, and the rattle of an oar is heard a great ways on the water. The sun was shining brightly on the lake, but the shadows of the pines and spruces lay cool along the western shore, and under them the unsuspecting deer was stepping lightly along in the water, now stopping to bite off a sweet tuft of grass, now raising her graceful head, with its long, round-pointed ears, and looking one way or another. Whenever she looked up our boat lay without apparent motion, but the moment her head was put down again, the strong arm in the stern propelled it rapidly but noiselessly forward. The excitement of such an approach is a thing to be felt, not described. I sat in the bow, with the rifle cocked at my shoulder, with every faculty on the alert, and feeling the lift of every stroke of the paddle, as if the boat were a living thing, whose pulse was beating swiftly in the fierce excitement of the chase. Arrived within fifteen or twenty rods the deer looked up again and the boat caught her eye. While she still stood to make out what it was the guide's whispered "now" reached my ear, and the crack of the rifle at once rang across the water. The deer sprang up the bank and disappeared, but my eye had caught an apparent stumble as she broke through the bushes, and my conviction that I had her was also that of the experienced huntsman in the stern, for he said "she wont carry that a great ways," as he paddled the boat to shore. As we approached it my conviction was strengthened by the sight of spots of red upon some bushes which I took for blood. A nearer approach, however, showed that it was only the scarlet livery which the sumach puts on in later Summer, and a closer inspection of the deer's tracks showed no trace of blood whatever. I stopped to load my gun while the guide followed the track, but I soon saw him returning, and to my inquiry what he had seen, he answered: "First I saw blood, and then I saw venison." The bullet had struck the deer in the chest, and she lay dead not ten rods from the shore. Thus, on the third day we had our venison supper, and after that we had all we wanted till a day or so before we came away.

As I said before, we had no need to drive the deer into the water with dogs. We saw plenty of them without. I saw one morning four at a time upon some marshes at the outlet of the lake. We did not rely, however, wholly upon daylight hunting. We hunted some at night. I recollect well one night when we had been in camp about a week, and having determined that it was time to have some fresh meat, one of us set off, taking the double barrel, which it was thought would carry buckshot well enough for that. The boat had not been gone half an hour when we heard the gun, and within an hour the party was back in camp with the deer. The shot had broken three of its legs and hit it nowhere else. It could not run of course, and was easily captured. But that hunter did not soon hear the last of his shooting deer in the legs. In camp, as you may know, a little thing often makes a great laugh, and a little joke will wear a good while before it is worn out.

Yours, &c.,

P.

DR. ANTHON AND HIS PUPILS.

From the Galaxy for September.

As a Professor in his chair, lecturing to his class, I think no one of the College Faculty was so much liked as ANTHON. The students felt, when they left his room, that they had learned something definite, and had caught the spirit of the times in which the author under discussion lived. This was due not only to Mr. ANTHON's great erudition and complete mastery of his subject, but also to one special, rare faculty which he eminently possessed, and which is, perhaps the key to his great success as a teacher. This faculty was the one of happily connecting and uniting in the passage under consideration a series of artfully grouped facts drawn from all sources—history, geography, mythology, ethnology—so that they remained fixed in the memory of his pupils.

He was the *genius loci* of the Grammar School, the pervading spirit. The pupils knew instinctly when he set his foot upon the threshold of the building, and to see him open the door of a class-room, and stand in the doorway, glaring around the room to detect something out of the way, and shaking his bunch of keys in his pocket, was something terrible. Every boy stopped studying at once, and "behaved himself" with all his might. Yet with all the terrorism—for it was nothing less—ANTHON rarely left a class-room without having first started a laugh. True, the laugh was generally at some one's expense, and was not always kind, but as a stimulus to exertion, the ridicule he aped upon the victim was most effectual. The most heartbreaking part of it was the hopelessness of the Doctor's ever forgetting the circumstance, or failing to remind the delinquent of it on his next visit to that room. For this purpose he had all sorts of Greek and Latin nicknames, as well as epithets in the vernacular, to bestow upon various offenders, remembering every one without fail for months afterward. The present writer, being once detected in a yawn, was forthwith made to "face the table," obliged "to recite" at least twice as many lines as were commonly given to one scholar, and was invariably referred to for months afterward as "our exhausted friend." If he caught a boy in the sulks, he was immediately styled "our cheerful friend," and so with a hundred other epithets.

ANTHON's own nickname among the students was "Bull;" and being, of course, perfectly well aware of the epithet, as schoolmasters usually are, he would sometimes allude to it, speaking of it as properly bestowed. He would often shake his head, and give out a sort of taurine bellow or roar, which may have procured him his familiar title. The students used to have a tradition that he was a good boxer; which did not lower him, of course, in their estimation. The Doctor, himself, used to aver that a man once threatened to thrash him, and he was so afraid he would do it, that he took lessons in the "manly art."

Few who were at the grammar-school will forget the jingling of keys which was the usual precursor of the Doctor's appearance. He wore sack coats, and kept these keys as a sort of announcement of his presence. He usually had some startling personal remark to make, as he entered the various rooms. For instance, he would stand in the doorway, and, shading his eyes with his hand, look at the boy at the foot of the class. "What are you doing at the foot?" he would say. The explanation would be given. "Who is next? What's that boy at? Well! PERRY! Do you ever (turning to the teacher) get anything out of PERRY, Mr. ——?" Dr. ANTHON, as I have said, always took some means of letting the boys know when he was in the building or about entering a room, so that he thereby avoided seeing many things that would have caused considerable trouble to see and to reform.

It was always a hard strain to recite a lesson to him, and yet an hour in his room passed quite rapidly. He would often give us some old English ballad or one of Mother Goose's melodies to translate into Latin, *e. g.*,

> Four and twenty tailors went to kill a snail,
> And when they got there none of them dared to touch his tail.

As the lesson progressed, the Doctor would keep up an interesting running commentary on the text, and, if in good humor, would tell some story out of his exhaustless fund.

When Dr. ANTHON thought a boy was disposed to be unruly, he would take the first opportunity to come down on him severely.

A friend sends me the following personal reminiscence: "When I first went there, he thought from what my brother told him, that I had been accustomed to do as I pleased at former schools; so when one day the teacher accused me of stamping on the stairs the Doctor promptly ordered me to get my hat and books and leave the school. This was a terrible blow for me, but as I was not questioned on the subject, I held my peace and sorrowfully prepared to depart. While I was getting my books ready, the Doctor questioned me about the stamping, which I stoutly denied having done. He asked me why I did not own up, and I could only answer that I could not own up to a fault I had not committed. But just at the door, I was called back, requestioned, and finally told that I might go back to the recitation room. Shortly afterward, Dr. ANTHON came into the room, and announced to the class that he had concluded to let me come back, but that on the 'very next trouble which occurred' in the class, he would 'tumble me, neck and heels out of school.' This last was one of the Doctor's favorite expressions. We boys could not see the exact justice of the Doctor's reasoning, but it had the effect of keeping us quiet for a while, at least."

As Rector of the Grammar School, Dr. ANTHON, as we have intimated, was too much feared to be much liked, save by the members of the first Latin, whom he taught personally, and who were thus brought into daily relation with him. With delinquents, the Doctor was inflexible; he clung to his own ideas as to the nature of boys, and the best method of discipline. The punishments in his school were various—stinging satire, going down to the foot of the class, being detained after school hours, and, finally, the rattan. Whenever the necessity for resorting to this last supreme argument became manifest, Dr. ANTHON always strove to make it as terrible as possible.

The culprits would be informed long before hand that at a certain hour they were to be caned, and were thus insured the pleasures of anticipation. Sometimes the anticipation was found to be punishment enough. I have known him, for example, to keep a boy in a state of suspense almost amounting to torture, by having him up in his room where he was engaged in teaching his own class, holding him there for an hour or more in expectancy, and turning from his class every now and then to frown on the poor wretch, shake his finger ominously at him, or point significantly to the well-known drawer in which the canes were kept. He used often, too, to ask the higher class what punishment he should inflict for such terrible crimes as that of the delinquent, whose offences he would describe in all their enormity. Then, when the fatal moment had arrived, he would take out his keys, affect to mistake, and open the wrong drawer, then go into a minute trial of the hurting powers of the various implements of torture, at last selecting, with an air of satisfaction and with a great deal of ceremony the cane which he thought would hurt the most, and then—perhaps dismiss the trembling culprit with a reprimand.

It was not usual, however, for boys to escape so happily, as the following anecdote, communicated to me by a friend, will show: There happened to be in one of the lower classes of the Grammar School two boys who, residing in New-Jersey, were obliged to come into town daily by railway. One morning there was quite a serious accident on the line, detaining the cars an hour and a half, so that the two lads reached school at 10:30, and rushed up stairs just in time to be intercepted by the portly figure of the Doctor coming down stairs.

"Ha!" exclaimed the Doctor; "the two SMITHS—an hour and a half late—"

The boys at once began to give him a breathless and animated account of the cause of their detention.

"Oh, Sir! Such an accident, Sir! The locomotive ran off the track, Sir! Seven men killed, and lots more hurt, Sir! Had to wait for another engine, Sir!"

"Ha! hum! Railway accident, was there? Engine ran off the track, did it? Well, you will both of you come to my room at 2 o'clock."

And caned they were in spite of their reclamations; so that it was said for some time afterward, among the boys, that "the two SMITHS escaped with their lives only to be flogged by Dr. ANTHON!"

But Dr. ANTHON was no mere pedagogue, delighted to play the tyrant. He did make his punishments dreaded by the victims; laughed at their tears; cut jokes at their wry faces; disregarded their prayers; suffered no flinching; punished severely, (though never long or cruelly;) but he never prayed with the boys before caning them, nor assured them that it hurt him as much as it did them.

On the other hand, none was so quick as ANTHON to perceive and encourage in every way brightness or precocity of intellect, when displayed in any of his pupils. He would, in this way, freely give his time to direct and encourage a boy to individual research, guiding and stimulating his endeavors with unvarying kindness.

The Tallahassee (Fla.) *Sentinel* announces that Mme. C. D. MURAT, relict of the Prince ACHILLE MURAT, died at her Jefferson County plantation on the 8th inst., after an illness of several months' duration.

LAW REPORTS.

COURT CALENDARS—THIS DAY.

SUPREME COURT—CHAMBERS.

Held by Barnard, J.

Nos.
12—Hoel et al. vs. Grol et al.
54—McCaffrey vs. Murphy.
56—Metropolitan Nat. Bank vs. Leland et al.
60—Conant vs. Conant.
61—Stevens vs. Hardman.
[illegible] vs. Willets.
[illegible]—Huestis vs. Leland.
[illegible]—Bowen vs. Leland et al.
[illegible]—Murphy vs. Murphy.
65—Stevens vs. Hardman.
73—Porter vs. Patterson et al.
109—Brandage vs. Van Wart.
110—Fiedler vs. Kelly, Sheriff.
124—Lydecker vs. Lydecker.
142—Albertson vs. Powers et al.

Case No. 142. Burnham vs. Walker Valley Oil Co.

MARINE COURT—TRIAL TERM.

Held by Alker, J.

Nos.
[illegible]—Newkirk vs. Gonzales.
[illegible]—Mathews vs. Murray.
[illegible]—McIntyre vs. Gardner.
[illegible]—Weber vs. Wagner.
[illegible]—Stukenburg vs. Rice.
[illegible]—Gruber vs. Brown.
[illegible]—Ryer vs. Dick.
[illegible]—Allen vs. Bryant.
[illegible]—Williams vs. Sturgis.
[illegible] vs. Brown.
[illegible]—Anderson vs. McCaffrey.
65—McFarlain vs. Baumberger.
66—Barrett vs. Sherlock.
67—Chittenden vs. Greenhall.
68—Dodge vs. Leeland.
69—Studwell vs. Walling.
7.—Phelan vs. Cordts.
71—Brinckerhoff vs. Poissonnier.
72—Hawley vs. Carroll.
73—Reid vs. Bernard.

UNITED STATES DISTRICT COURT—SOUTHERN DISTRICT.

Before Judge Blatchford.

BANKRUPTCY—WHAT DEBTS WILL BE DISCHARGED—FIDUCIARY CAPACITY.

In the matter of James W. Seymour, on habeas corpus.—This was a habeas corpus to have the petitioner discharged from the custody of the Sheriff of the City and County of New-York. The Sheriff's return showed that on Sept. 3, 1866, he arrested Seymour under an order of arrest issued by a Justice of the Superior Court of the City of New-York in a suit therein pending, wherein Constantine Rosswog was plaintiff and Seymour was defendant, and that on July 20, 1867, an execution against his person was duly issued to the Sheriff, and that he held Seymour under it.

In connection with the petition for the writ of habeas corpus Seymour presented to this Court setting forth that on June 24, 1867, he filed his voluntary petition in bankruptcy in the United States District Court for the Eastern District of Louisiana; that on July 29, 1867, he was duly adjudicated a bankrupt by that Court; that the indebtedness to Rosswog was included in the schedule to his petition in bankruptcy, and is provable under the act—and on this petition Seymour prayed for his discharge from arrest during the pendency of the proceedings in bankruptcy, and that all proceedings in the State Court might be stayed till the termination of the bankruptcy proceedings.

He attached to this petition a copy of the judgment-roll in the Superior Court. This showed that the cause of action alleged was, that in 1860, Rosswog, a manufacturing jeweler in New-York, deposited with Seymour, then a wholesale jeweler in New-Orleans, jewelry valued at $3,971, to be sold on commission, the proceeds to be remitted to Rosswog as soon as they were sold, less five per cent. for cash or good business notes, and that Seymour had never remitted any proceeds, though he had sold a large portion of the goods, but had refused either to give up the goods or the money, but had converted the goods to his own use.

The judgment-roll further showed that Seymour denied all the material allegations against him; that the case was tried before a jury, May 10, 1867, who rendered a verdict for the plaintiff for $5,242 90, on which judgment was entered for $5,592 74, including costs, on May 18, 1867.

To the petition presented by Seymour to the Court, Rosswog made answer that he had not proved his claim against Seymour in the bankruptcy proceedings, and that the debt was of such a character as not to be affected by those proceedings.

The 33d section of the Bankrupt Act provides that "no debt created by the fraud or embezzlement of the bankrupt, or by his defalcation as a public officer, or while acting in any fiduciary character, shall be discharged under this act." And the 26th section of the act provides that "no bankrupt shall be liable to arrest during the pendency of the proceedings in bankruptcy in any civil action, unless the same is founded on some debt or claim from which his discharge in bankruptcy would not release him."

Held by the Court—That the purport of this provision of the 26th section is, that no person shall be held under arrest or suffer imprisonment in any civic action, during the pendency of proceedings in bankruptcy by or against him, whether he is first put under arrest after the commencement of the proceedings, or is imprisoned at the time the proceedings are commenced, unless the action is founded on some debt or claim from which his discharge in bankruptcy would not release him.

That the debt due Rosswog was created by the defalcation of Seymour while acting in a fiduciary capacity. The depositing of the property with him for sale on commission for Rosswog established a fiduciary relation between them, and charged Seymour with the execution of a trust on behalf of Rosswog, under which it was his duty either to return the property or remit the proceeds. His failure to do so was a defalcation by him, while acting in such fiduciary capacity, and such defalcation created the debt to Rosswog. That debt, therefore, would not be discharged by Seymour's discharge in bankruptcy, and is one, consequently, for which he may be held in arrest during the pendency of the proceedings in bankruptcy.

That the case of Chapman *vs.* Forsyth (2 How., 202) only held that the language of the Bankrupt Act of 1841 was not broad enough to embrace every fiduciary character, but was limited to fiduciary capacities of a specified standard and character. But that the act of 1867 seems to have been intentionally made so broad as to extend to a debt created by a defalcation of the bankrupt while in any fiduciary capacity.

That the twenty-first section of the Bankrupt Act does not apply to this case. As Rosswog has not proved his claim, he is not within the inhibitions imposed by that section on creditors who have proved their claims.

That the provisions of the 21st section, which relates to staying proceedings in suits already brought to collect debts, do not apply to debts which would not be discharged by the proceedings. The statute ought not to be interpreted as staying any suit or proceeding to collect or satisfy a debt which cannot be discharged, if any other interpretation is consistent with the language. If the reason for the stay ceases, the presumption is that Congress did not intend that there should be a stay. No greater scope can be given to the suits and proceedings and debts named in this provision than is given to the discharge by the act.

That without deciding whether the twenty-seventh rule of the "general orders in bankruptcy" can, as is claimed in Seymour's behalf, extend the exemption from imprisonment further than it is extended by the act itself, it is sufficient to say that that rule applies only to the court in which the proceedings in bankruptcy are pending, and consequently does not apply to this Court.

That Seymour must therefore be remanded to the custody of the Sheriff, and the prayer of his petition must be denied.

For the petitioner, Mr. Dunphy; for Rosswog and the Sheriff, Mr. Roosevelt, Mr. Noyes and Mr. Daly.

NOTICE TO CREDITORS—TIME OF PUBLICATION.

In the Matter of Patrick C. Devlin and John Hogan, Bankrupts.—This was a question as to the sufficiency of notice to creditors. The warrant was issued by the Register, Mr. Allen, on July 10. It specified the date of the first meeting to be July 24, 1867, and required the notice to be given at least ten days before the meeting. On that day the Marshal made return that he had caused the notice to be published by advertisement twice in each of the newspapers named, the first publication having been on the 15th of July, and that on July 15 he sent by mail the written notices to the creditors named.

The Register, thinking that notice of the meeting had not been given ten days before the meeting, as required by the warrant, adjourned the meeting and directed the Marshal to give a new notice, as required in the warrant, that the meeting would be held on on Aug. 8. On that day the Marshal returned that he had sent notices by mail to the creditors named, as directed, but his return did not show that any further publication had been had.

The Register thereupon certified to the Court the following questions: (1.) Whether the publication of the notices in the newspapers named, within the period of ten days immediately preceding the return day of the warrant, was sufficient publication under the act. (2.) If such publication was insufficient for the first return day, was it necessary again to publish for the adjourned day, or second return day, in addition to the mailing or personal service of notice to creditors?

By the Court—The publication of the notices in the newspapers named, within the period of ten days immediately preceding the return day of the warrant was not sufficient publication within the meaning of the act. The 11th section of the act requires that the warrant to the Marshal shall authorize him forthwith to publish notices in the newspapers specified, and to serve notices by mail or personally on the creditors and the other persons specified, and that the notice shall state that a meeting of the creditors to prove their debts and choose one or more assignees will be held at a time and place designated in the warrant, not less than ten nor more than ninety days after the issuing of the same.

The warrant, from No. 6, directs that the first publication of the notice shall be made forthwith, and that the notice shall be served on the creditors forthwith, and at least ten days before the appointed meeting. The good sense of all this is, that the publication must be commenced and the notices be served as soon as conveniently practicable after the issuing of the warrant; but that, at all events, to make the proceedings regular, the publications must be completed before the commencement of the period of ten days immediately preceding the return day of the warrant, and the notices must be served on the creditors before the commencement of such period of ten days.

In the present case there had been at the time of the meeting of July 24, 1867, no proper publication of notice, and no proper service of notice. Under section 12 of the act it was, therefore, proper for the Register to adjourn the meeting to a day and hour to be then and there fixed by him, and to direct that a new notice should be given by the Marshal as required in the warrant, that the meeting of the creditors would be held on such adjourned day and hour. The 12th section says that if at the meeting held in pursuance of the notice, it appears that the notice to the creditors has not been given as required in the warrant, the meeting shall be forthwith adjourned and a new notice given as required.

The expression "Notice to Creditors" in this 12th section means the notice required by the 11th section to be published, as well as the notice required by that section to be served. And the word "given," wherever used in the 12th section, means published as well as served.

On the adjourned day, the 8th of August, 1867, it appeared that the necessary notice to the creditors had been served as required, that is, ten days before the adjourned meeting, but it did not appear that the notice had been properly published.

On such adjourned day it was proper for the Register to again adjourn the meeting and direct the notice to be published, the publication to be completed at least ten days before the new adjourned day, the service on the creditors having been properly made and standing good. If the publication had been sufficient for the first return day, it would not have been necessary to publish again for the first adjourned day or for the second return day; but it would only have been necessary if the service on the creditors had not been properly made in time before the first return day, to regain the service of new notice on the creditors.

The Clerk will certify this decision to the Register.

SUPERIOR COURT—SPECIAL TERM—AUG. 19.

Before Judge McCunn.

DECISION IN PRACTICE—PETROLEUM FRAUD.

Joseph N. Collins vs. Henry A. Swan.—Opinion by MCCUNN, J.—The first request to strike out a portion of the answer is a proper request, for the reason that the defendant admits and denies in the same sentence that he was a stockholder. He says certain promises were made, and that he was "induced," &c., but he does not say the Company, as a company, made the promises or representations. He may have an action for false representation against some of the individual members of the company; that, however, is a question with which, in this case, we have nothing to do.

In the second portion of the answer requested to be stricken out—I mean folios 10 and 11—defendant admits the making of the notes by the Company and the recovery of judgment thereon, but alleges a want of knowledge as to their delivery by Lahens to Lindsley & Cottrell. Now, he alleges he was a member of the Company, and being such he is presumed to have the knowledge. Moreover, he says in another part of the answer that these notes were given to Lindsley & Cottrell. I hold, therefore, that this part of the pleading is frivolous, and should also be stricken out. The judgment against the Company is conclusive on him.

The next portion of the answer sought to be stricken out—I mean the part relating to the contract with schedule between Lindsley & Cottrell and Lahens, before the Company was organized—is clearly irrelevant, because it relates to matters that occurred before the Company existed.

The fourth request to strike out from folio 23 to 27, is a proper request, because if Lahens was deceived by misrepresentations, he had a cause of action against Lindsley & Cottrell for such misrepresentations; these misrepresentations were personal to himself, and not for the Company.

I am inclined to look upon the fourth defence as a subterfuge, because if they agreed to take the stock in payment for property, by the act of 1853 they are not personally liable for the debts of the Company. The third defence should be made more definite and certain, because as it stands it is to my mind evasive.

The fifth defence, that the judgment is not prejudicial to plaintiff, is irrelevant and should be stricken out. For the above reasons the motion is granted in all respects.

George C. Genet for the motion; Messrs. Condieret opposed.

SURROGATE'S COURT—KINGS COUNTY—AUG. 19.

Before Surrogate Veeder.

AN INTERESTING WILL CASE.

The will of Conrad D. Behrens, who lately died at East New-York, leaving both real and personal estate of considerable value, was offered for probate. By the will Mr. Behrens gave nearly all his property to a daughter, who happened to be with him during the last days of his life, at which time the will was made. By this will he revokes a will made by him a short time previous, wherein he divided his property among his children and grand-children equally. The will now offered for probate contains a provision that in case his daughter-in-law should carry a certain wooden kitchen-chair from East New-York to the City of Brooklyn personally, and upon producing the affidavits of two gentlemen named in the will proving that she has carried such chair, his executor is directed to pay her $50.

Mr. Peter Cook, counsel for the heirs, who receive little or nothing under the last will, appeared and contested the same, on the ground that the will was obtained by improper influences, and also that at the time it was made the testator was of unsound mind.

The contestants greatly rely on that part of the will relating to the kitchen-chair to show that the testator was of unsound mind. The further hearing of the matter was adjourned to the 9th day of September next.

DECISIONS.

COURT OF COMMON PLEAS—SPECIAL TERM—AUG. 19.

By Judge Cardozo.

Edward P. Cowles *vs.* Thos. H. Jenkins.—The judgment was entered before the expiration of the extension of time to answer, granted by Judge Brady, and therefore is irregular and must be vacated. But the time to answer has now long expired, and an order staying proceedings does not extend the time to answer, and therefore the defendant is now in default, and as he asks to be relieved, such terms may be imposed as shall be reasonable. I think the terms should be: 1st. That plaintiff have leave to enter judgment, issue execution and make levy—same to stand as security. 2d. That defendant answer in five days from this date. 3d. That defendant stipulate to refer the action of plaintiff to elect and proceed to trial on two days' notice. 4th. That defendant stipulate to take two days' notice of any action which the plaintiff may see fit to make after said answer shall be served. The cost of the motion to abide event.

MONETARY AFFAIRS.

Sales at the Stock Exchange—AUG. 19, 1867.

$25,000 U. S. 6s.'81, C.	111⅞	100 Cum. Coal Pr.	35
130,000 do.	111⅞	100 American Coal	48
60,000 U. S. 6s.5-20s. C. '62	113⅞	25 West. U. Tel.	44⅝
10,000 do.	113⅞	1000 do.	45
10,000 do.	113⅞	100 do.	45⅛
10,000 U. S. 6s.5-20s. C. '64	109⅝	100 Quicksilver	30⅜
6,00 U. S. 6s, 5-20s, C. '67, New Issue	108⅞	100 Butler Coal	17
49,000 U. S. 6s, 5-20s, '65, New Is.	108⅞	20 Mer. U. Ex. 30 ⅌ cent. paid	17½
7,000 U. S. 5s, '74, C. E.	109	90 do. 25 ⅌c.paid	12¾
1,000 Tr. Notes. 7 3-10s. First Ser.	107⅝	230 Adams Ex. Co.	75
5,000 do.	107⅝	8 Amer. Ex.	72½
75,000 do 2d Ser.	107⅝	4 do. ...2d call	73
25,000 do. Third Ser.	107⅝	10 U. S. Ex.	74½
5,000 do.	107⅝	100 Wells, F. & Co. Ex	66½
5,000 N. Y. St. Bounty Loan...Reg.	108⅝	200 N. Y. Cen.	105⅜
2,000 Tenn. 6s., new	66	150 do.	105
6,000 do.	65⅝	100 Mar. & C.1st Pr. x-d	25
8,000 N. Car. 6s. ...x-c	55	500 Erie R. ...s30	69⅞
2,000 N. Car. 6s. ...New	55	1500 do.	70⅜
8,000 do.	54⅝	300 do. ...s10	70⅛
1,000 Virginia 6s. ...x-c	50	300 do. ...s30	70
2,000 Missouri 6s.	103	1500 Hudson R.	125
5,000 do. ...2d call	102⅝	300 do.	125⅛
50,000 do.	102⅝	300 do.	125⅛
5,000 Mo. 6s. H. & St. Jo. Issue	80	200 do. ...2d call	125
10,000 O. & M. C.	27⅛	500 Mich. S. & N. I.	81⅜
2,000 Alt. & T.H.2d Pr	82	100 do.	81⅞
15,000 C. & N.W. Con. Conv. Bs.	83	200 do. ...b30	81⅞
8,000 Ch. R. I. & P. 7s	91⅝	100 do. ...2d call	81⅞
13,000 P., Ft. W. & C.2d	98⅝	100 Ill. Central R.	120⅜
2,000 Mil. & St. P. 1st.	85	500 Chi. & N. W.	45⅜
5,000 Mor.&Essex 2d	81⅝	100 do. ...b30	46
6 Bk. of Com.	118	100 do. ...b3	45⅞
70 Bank of N. Amer.	107	100 C. & N. W. Pr.	69⅞
50 Park Bank	150	200 do.	69⅝
18 Citizens' Gas	127	100 do. ...2d call	70
100 Canton Co.	49	200 do.	70
		600 Cleve. & Tol.	122
		300 Chic. & R. I.	103
		100 Mil. & St. P. R.	49⅜
		300 do.	49⅛
		300 do. ...2d call	49
		1000 Mil. & St. P. Pr.	65
		200 Pitts. F. W. & C. R.	105

SECOND BOARD.

$100,000 U. S. 6s. '81 C.	111⅞	100 Del. & Hud. C. Co.	149⅜
100,000 U. S. 6s., 5-20s, C. '62	113⅝	10 do.	149
10,000 U. S. 6s. 5-20s, C. '64	109⅝	45 Amer. Ex.	73
183,500 U. S. 6s. 5-20s, '65 C.	110⅝	100 Pac. M. S. Co.	147⅜
304,000 Tr. Not., 7 3-10s. 2d Ser.	107⅝	200 N. Y. Cen.	105⅜
7,000 do 3d Series	107⅝	100 do. ...b30	105⅝
21,000 Mo. St. 6s	102⅝	100 do.	105
25,000 Tenn. 6s. ...ex-c	67⅝	9 do.	105
1,000 C. & N. W. Con'd Conv. Bds.	82⅜	100 do.	105⅜
5,000 P.F.W.& C. 2d M	98⅝	500 Erie Railroad	70⅝
100 Canton Co.	48⅛	100 Reading R.	105⅝
100 West. U. Tel.	45	1200 do.	105⅝
100 Quicksilver	30	100 M. S. & N. I.	82⅛
122 Citizens Gas	127	300 Ill. Cen.	120
		200 Chi. & N. W.	45⅞
		100 Chic. & N. W. Pf.	69⅞
		1200 Clev. & Tol. R.	123
		800 P., F. W. & C.	105⅜
		7 Chic. & Alt. Pr.	119

OPEN BOARD—10 A. M.

6 Am. Ex. Co	73	200 Reading R.	105⅝
109 Pacific Mail	146⅞	400 do.	105⅝
200 West. U. Tel.	45	100 do. ...s10	105⅝
1200 N. Y. Cen.	105⅛	100 do. ...c	105⅝
100 do. ...b10	105⅜	200 M. S. & N. I. R.	82
100 do.	105⅝	100 do. ...s10	82⅛
100 do. ...s15	105⅜	300 do.	82⅛
100 do.	105	300 do. ...b15	82⅛
1200 Erie R.	70⅛	200 Chi., R. I. & Pac.	103⅛
600 do. ...c	70⅛	100 do. ...s15	103
200 do. ...b30	70⅛	100 do.	103
300 do. ...s10	70⅛	200 Chi. & N. W. R.	46
500 do.	70⅛	500 do.	46
100 do. ...b3	70⅛	100 do. ...b3	46⅛
600 Hud. Riv. R.	125	100 Chic. & N. W. P. s30	70
		200 do.	70⅛

OPEN BOARD—1 P. M.

600 Pac. Mail SS. Co.	147	100 Mich. Cen. R.	110
100 do.	147⅜	100 M. S. & N. I.	82
100 do. ...b10	147⅜	100 do. ...c	82
200 do.	147⅛	200 Chic., R. I. & P.	103
300 West. U. Tel.	45⅛	100 do. ...b10	103⅛
100 do.	45⅛	100 do.	103⅛
100 N. Y. Cen. ...c	105⅜	100 do. ...b3	103⅛
100 do.	105⅛	100 Chic. & N. W. P. b3	46⅛
400 Erie R.	70	100 do.	46
100 do. ...b3	70⅛	300 Chic. & N.W.Pr. s30	69⅞
100 do. ...s5	70⅛	100 do. ...s3	69⅞
100 do.	70	100 do.	69⅞
500 Hud. R. R.	125	100 do.	69⅞
100 do. ...b30	125⅛	200 Butler Coal	17
800 Reading R.	105	100 do.	16⅞
200 do. ...b30	105	100 do.	16⅞
		100 do.	16⅞

OPEN BOARD—3½ P. M.

30 Amer. Ex.	73⅛	100 Mich. S. & N. I.	82⅛
200 Mer. U. Ex. $30 pd	18	100 do. ...b5	82⅛
100 Adams Ex. Co.	74⅞	100 Mil. & St. P. Pf.	66⅛
100 Pacific Mail	147⅝	200 Chi. & N. W.	45⅞
100 West. U. Tel.	45⅛	200 Chi. & R. I.	103⅛
400 Erie R.	70⅛	100 do. ...b15	103⅛
800 Hud. Riv. R.	125	100 do. ...s5	103⅛
100 do. ...s60	124⅝	100 do. ...b5	103⅛
400 Reading R.	105⅝	200 Chic. & N.W. Pf.	69⅞

MONDAY, Aug. 19—P. M.

The weekly averages of the Associated Local and National Banks in the Clearing-house of this City, for the week ending Saturday last, Aug. 17, compare as follows with the previous week, and with the corresponding week last year; to which we add the specie and currency balances in the New-York office of the United States Treasury at these dates, respectively:

Decrease in Loans	$194,820
Increase in Specie	608,560
Decrease in other Legal-Tenders	6,573,638
Decrease in Deposits	5,362,114
Increase in Circulation	104,479

	Aug. 18, 1866.	Aug. 17, 1867.	Aug. 10, 1867.
National Cap'l.	$72,807,700	$73,457,700	$73,457,700
Local Capital	9,262,500	9,462,500	9,462,500
Total Capital	$82,070,200	$82,920,200	$82,920,200
Loans	261,951,924	253,232,411	253,427,240
Gold and Gold Notes	7,545,513	5,920,557	5,311,997
Other L. Tend'r	84,809,071	69,473,793	76,047,431
Deposits	214,310,576	194,046,591	199,408,705
Circulation	27,796,904	33,669,757	33,565,278
In Sub-Tres'y	86,816,664	135,284,162	129,087,202

The National Bank circulation reported through the Clearing-house is as follows:

New-York	$740,279	Citizens'	$132,751
Merchants'	882,441	Market	550,584
Mechanics'	578,000	St. Nicholas	754,459
Union	480,536	Shoe & Leather	948,500
Phenix	288,255	Continental	569,818
Tradesmen's	787,391	Commonwealth	242,127
Mer. Exchange	452,583	Marine	360,000
Gallatin	459,755	Atlantic	98,923
Butchers & D.	267,705	Importers'	502,129
Mechanics & T.	195,270	Park	993,500
Leather	258,587	M. Association	308,901
Seventh Ward	178,581	Grocers'	78,400
State	205,000	East River	283,500
Am. Exchange	993,958	Fourth	2,967,122
Commerce	5,965,095	Central	1,677,933
Broadway	900,000	Second	270,000
Ocean	794,270	Ninth	925,712
Mercantile	481,678	First	445,390
Pacific	140,487	Third	799,199
Republic	858,750	N. Y. Exchange	269,076
Chatham	129,850	Tenth	905,100
N. America	333,000	Croton	180,000
Hanover	287,436	N. Currency	90,000
Irving	194,329	Bowery	225,000
Metropolitan	2,150,390		

Total 49 National Banks	$33,601,851
Total 15 other National and Local Banks	67,906
Total on Clearing-house report, Aug. 17	$33,669,757
On previous report, Aug. 10	33,565,278
Increase in circulation	$104,479

The more important alterations in the City Bank averages for the week were foreshadowed in our review of this morning. The Banks, despite the adverse changes in their footings, open the week with a legal tender reserve largely in excess of the requirements of the banking act. They were free lenders of money on call to-day at 3@4 ⅌ cent., and were liberal of accommodation, in the discount form, generally at 6@6½ ⅌ cent. per annum on prime business paper of short date. Through private channels, capital was also available in round sums at the going bank rates. There was no urgent or unusual call for aid. Some considerable remittances of currency were reported as having been made to the interior during the day, but without disturbing in any perceptible degree the long-maintained ease of the market. The Government disbursements through the local office were very heavy, ahead of even the heavy receipts from all sources, and the cash balances of the office closed slightly lower than on Saturday. Washington advices report the aggregate cash balances of the Department to-day at $109,000,000 in coin (including $20,000,000 representing outstanding coin certificates,) and $87,000,000 in currency, making the total $196,000,000, of which the Sub-Treasury here holds over $135,000,000.

The United States Sub-Treasury receipts, to-day, were $12,805,548, including $441,000 from customs; payments, $12,859,068; balance, this evening, $135,238,642.

The Gold Room speculation was decidedly buoyant to-day. The morning paper telegrams from Washington, reporting probable changes in the military administration in the Southern States, were interpreted adversely to the public credit. The early London advices, quoting United States Bonds a fraction lower in that market, helped the more rampant speculative element. Slight importance was attached to the discussions of the public burdens, in the political canvass now in progress in some of the interior States. From 140⅞ at the opening, the price was carried up to 141⅛@141⅜ by the close, and this, too, in the face of later and apparently much more satisfactory dispatches from London, quoting a sharp rally there in Five-Twenties, from the depression of the morning. No aid was derived from the foreign exchange market, which was heavy, under a pretty full offering of sterling drafts, the best of which, in the long form, were quoted at 109½@109⅝, on a very moderate demand for the outgoing steamers of Wednesday. The customs inquiry, to-day, was up to a fair average.

In the Public Funds the opening business was light, on a yielding market, partly under the depressive influence of the early telegrams from London. The buoyancy in Gold, however, prevented any serious change in the funded obligations. The afternoon dealings in the Coin-bearing Bonds were somewhat heavier; and in the instance of the Five-twenties, better prices were made at the last regular call, the market closing quite firmly. All through the day the Seven-thirties were heavy, under largely increased offerings, partly on account of country banks and bankers; and at the close the lowest figures of the day were submitted to by the more eager sellers. The conversions of the first or August (1864) series, through the local office, were moderate. During the last fourteen business days they reached $18,476,950, or an average of about $1,320,000 a day. The heaviest single day's conversions since the 3d inst. were those of last Friday, which amounted to $2,270,850.

The Railway and Miscellaneous Share market has been a comparatively strong one, though the aggregate sales have not been over a moderate average. The prices of the morning were the least satisfactory. The afternoon transactions were on a firmer and rather more buoyant basis. The continued ease in money, despite the sweeping changes on the Bank statement and the apprehensions of stringency so freely indulged in on Saturday, seemed to strengthen the confidence of the operators for higher values.

At 5 o'clock the following quotations were made as compared with Saturday night:

	Sat.	Mon.		Sat.	Mon.
U. S. 10-40s	102⅝	102⅝	N. West Pref.	70⅛	70
U. S. 5-20s, 1862	113⅝	113⅝	Rock Island	103⅛	103⅛
U. S. Con. 5-20s	108⅝	108⅝	Fort Wayne	105⅛	105⅛
N. Y. Central	105⅛	105⅛	W. U. Telegraph	45⅛	45⅛
Erie	70⅛	70⅛	Cumberland	35⅛	35
Hudson	124	125	Mariposa, Pref.	19⅛	19⅛
Reading	105⅛	105	St. Paul Pref.	66	66⅛
Mich. Southern	82⅛	82⅛	Pacific Mail	146⅞	147⅜
Pittsburgh	93	93	Toledo & Wabash	49	49
Tenn. 6s, new	66	65⅞	American Gold	140⅞	141⅛
Northwest	45⅞	45⅞	Bills on London	109⅝	109⅝

The following bids were made for the various Public Funds of the United States at the latest call of the Government Department Stock Exchange:

6 ⅌ cent., 1867	[illegible]	5-20 cou., 1867	108⅛
6 ⅌ cent., 1868	108	5 ⅌ cent., reg., 1874	103⅛
6 ⅌ cent. coupon, 1868	108⅛	5 ⅌ cent. cou., 1874	110⅛
6 ⅌ cent., reg. 1881	110⅝	End. cou., 1874	108⅛
500 & 1,000, '81	111⅞	10-40 reg.	99⅛
5-20 500 & 1,000	113⅛	10-40 500 & 1,000	102⅝
5-20 500 & 1,000	109⅝	73-10 1st series	107⅝
5-20 500 & 1,000	110⅛	7 3-10 2d series	107⅝
5-20 cou., 1865, new issue	108⅛	7 3-10 3d series	107⅝

And the following for the State Bonds:

N. Y. 7 ⅌ c. 1870	108	Illinois 6s c. '79 aft. 1870	100
N. Y. reg. B'y loan	106⅛	Illinois coupon 6s. 1877	100
N. Y. B'y loan	106⅛	Illinois coupon 6s. 1879	100
N. Y. 6 ⅌ c. B'y loan, 1868	100	Illinois War Loan	100
N. Y. 6 ⅌ c. B'y loan, 1872	100	Indiana 5 ⅌ ct. War Lo	93
N. Y. 6 ⅌ c. B'y loan, 1873	100⅛	Tennessee 6 ⅌ c., 1868	66
N. Y. 6 ⅌ c. B'y loan, 1874	100⅛	Tennessee 6 ⅌ c., ex c.	67⅛
N. Y. 6 ⅌ c. B'y loan, 1875	100	Tennessee 6s. new bds	65⅛
N. Y. 6 ⅌ c. B'y loan, 1877	101	Virginia 6s, new bonds	50
N. Y. 5 ⅌ c. B'y loan, 1878	101	Georgia 7s, new bonds	94
N. Y. 5 ⅌ c. B'y loan, 1874	93	North Carolina 6s. ex c.	55
Brooklyn 6 ⅌ c. w. l.	92	North Car. 6s, n. bds	54⅛
Brooklyn 6 ⅌ c. Im. Stk.	92	Missouri 6s	102⅝
J. C. 6 ⅌ c. Water loan	92	Missouri H. & St. Jo. is.	80
Illinois Canal Bds. 1860	99⅛	Missouri Pac. R. iss.	102⅝
Illinois reg. 1860	99⅛	California 7s	126
Ill. 6s cou., '79 aft. 1860	100	Cal. 7s. large bonds	122
Ill. 6s cou., '79 aft. 1862	100	Connecticut 6s	101
Illinois 6s c. '79 aft. 1865	100		

And the following for the City Bank Stocks:

New-York	128	People's	135
Merchants'	119	Market	111
America	140	Nassau	107
City	200½	Corn Exchange	120
Merchants' Exch'ge	111	St. Nicholas	101
Seventh Ward	107½	Marine	140
Commerce	118	Impt'rs. & Traders'	115
Ocean	104	Park	150
American Exchange	117½	Central National	106½
Bank of North Am'a	106	Fourth National	108½
Hanover	112	Ninth National	106
Irving	106	Oriental	135
Metropolitan	131		

And the following for the Railway Mortgages:

N. Y. Cen. 6s. 1887	91⅛	Tol. & Wab. 1st ex.	88
N. Y. Cen. 6s. r. es.	92	Tol. & W. 2d M.	80⅛
N. Y. Cen. 6s. sub.	92	Tol. & Wab. Eou. Bds.	70
Erie 1st mort. 1867	101	Tol. W. & W. S. F.	70
Erie 7s, 2d ind. 1879	101⅛	Gt. Western 1st M. '83	90
Erie 7s, 4th ind. 1880	91⅛	Gt. Western 1st M. '88	90
Erie 7s, 5th ind. 1888	90	Gt. Western 2d M. '93	74⅛
Buff., N. Y. & E. 1st M. '77	90	Gal. & Chic. Ex.	97
Hud. R. 7s, 2d M. s.f. '85	104⅛	Gal. & Chic. 2d M.	91
Harlem 1st M. '69-'72	102	Chi. & R. I. Pac. 1s.	98
Mich. C. n. 1st M. 8s '82	111	Pitts. Ft. W. & Ch. 1st M.	104
Mich. So. 7 ⅌ c. 2d M.	93	Pitts. Ft. W. & Ch. 2d M.	98⅛
N. Ind. Goshen Line '68	96	Cleve. & P. 3d M. Con.	98
Mich. S. & N. I. S. F. 7 ⅌ c.	102	Cleve. & P. 4th M.	72⅛
Pacific R. 7s, guar. by Mo.	104	Chi. & Alton Income	98
Ill. Cen. 7 ⅌ c. 1875	114	Ohio & Miss. 1st M.	104
Alton & T. H. 2d pfd	82	Peninsula R. R. bonds	96
Chi. & N. W. Ex'n B.	82	Mil. & St. Paul 1st M.	85
Chic. & N. West 1st M.	85	Mil. & St. Paul 2d M.	84
Con. 7 ⅌ cent. conv.	83⅛	N. Y. & N. H. 6s	96

The United States Assistant Treasurer, Mr. VAN DYCK, requests holders of September coupons of the Ten-forties to send them in promptly to the Sub-Treasury for examination to facilitate payment.

The Philadelphia *Ledger* of this morning publishes the following remarks in its Money column on the finances of New-Jersey:

"New-Jersey at length has a debt of sufficient magnitude and importance to command notice in the columns of financial newspapers. Still she is far behind, according to wealth and population, that of almost any other State in the Union. As compared with New-York, which is the largest State in the Union, and considered the wealthiest, New-Jersey compares most favorably. The latter State, by the census of 1865, had 773,000 inhabitants; and New-York, whose census was taken the same year, had 3,831,777. That is to say, New-York had nearly five times more people than New-Jersey. But New-York has about sixteen times as great a State debt as New-Jersey—owing over $50,000,000, and New-Jersey only $3,395,200. Thus, though small, our little neighbor can, with some right, retort the sneers sometimes indulged by her big neighbors. The present debt commenced in 1861, when $1,782,900 was raised under an act authorizing a loan at 6 per cent. of not exceeding $2,000,000, for war purposes, redeemable at about $100,000 annually up to 1884. By a supplementary act, passed in 1863, a loan of $100,000 more was authorized for the same purpose, at the same rate of interest, payable about one hundred thousand dollars annually, beginning in 1886, up to 1896. Under this act certificates in the amount of 1,002,900 were issued. By a further supplement in 1864, a sum, including $4,000,000 was authorized for the same purpose, at a rate of interest not exceeding 6 ⅌ cent. A preamble to this act stated that $4,000,000 had been heretofore appropriated for paying the expenses incident to the suppression of the rebellion; but that not more than $3,000,000 had been borrowed, leaving authority to borrow $1,000,000 more; and since the State was indebted more than $600,000 for expenses incident to said suppression, this act provided that the Governor and Treasurer might borrow the sum of $1,000,000. The outstanding issues under these two laws, at the close of the fiscal year, amounted to $593,400, payable with six per cent., semi-annually, $199,400 January 1, 1867; 200,000 January, 1888; $123,000 January, 1889, and $179,000 in 1902. Thus of the $4,000,000 authorized only $3,395,200 have been issued. The first law passed upon this subject (that of 1861) provided that no more than $100,000 thereof of principal money should be made payable in any one year. The same provision was found in the supplementary act of 1863, except that in the latter it is enacted that no part of the principal should be paid before 1886, and the further supplement of 1864 declares that not more than $200,000 of the principal authorized by its provisions should be made payable in any one year, and no part thereof before 1897. It follows, therefore, that these bonds, which compose the evidences of the State debt, are payable in installments, and at different times between the year 1865 and the year 1902. The three first installments of the principal (those of Jan. 1, 1865–66 and '67), have been already paid from the sinking fund, the chief resource of which is the proceeds of a general tax of $280,000 a year on the property within the State. Beside this amount of debt created directly by State authority to prosecute the war, there was raised by the several counties for the payment of bounties and indebtedness in connection therewith, $23,448,988, being a *percapita* charge on a population of 772,700 of $30 31. This total represents to the moneys absolutely contributed by the several towns, counties, &c., for the purposes of war, which added to the funded State debt of $3,395,200, shows the entire contributions of New-Jersey for the purposes mentioned. This is $34 70 *per capita*, or reckoning five persons to a family as the average, would make $173 50 to each head of a family. The interest on this amount, at 6 per cent., is $1,610,591 28-100 a year, or $2 08 *per capita*. The total valuation of the State is $467,918,324. The State debt, in relation to this valuation, is as 72c. to every $100, and the local debt as $5 01 to every $100, or together, $5 73 for every $100. Previous to the war New-Jersey had no funded debt, and a greater part of the time levied no State tax, the necessary amount for State purposes being realized from the State's interest in the public improvements, and in consideration of privileges granted to the Joint Companies. These privileges continue to 1869, when, if not extended, the taxpayers of the State will first appreciate the burden of its present volume of debt."

The Saturday's issue of the Chicago *Tribune* notices the local money market thus:

"The offerings of New-York funds were not so large, but the market was again very flat, and we heard of no transactions at better than ⅛ off. The counter rates are unsettled at ⅛@1-10 discount, and par@1-20 premium selling. The under-current of the money market presented no new feature. The demand for currency to go to the country was quite active, as much so as on yesterday, but as several of the banks received remittances from New-York this morning, the market was actually without change. From anticipation, however, it was, if anything, a shade closer, as the leading discount houses do not feel inclined to accept long paper, knowing that the present demand for currency for moving the crops, is a mere drop in the bucket compared to what it will be two or three weeks hence. Large remittances of currency have been telegraphed for, and will arrive to-morrow. Quite a large amount of compounds was received from the interior to-day, and our city banks are very much inconvenienced because the Treasury Department has not made any arrangements to make this city a redemption point."

The Cincinnati *Commercial* of the 17th inst. says:

"The Money market is close, not from an excessive demand for loans, but from the active employment of currency in moving country produce and Government securities. The wool clip is moving more freely, and the resources of the country banks are taxed to find means to assist that interest, at the same time that the flaxseed and wheat men are in want of accommodation, causing a surplus of exchange and a sharp demand for currency from the country. Most of the Government securities which are offered now are sent to New-York, and within a few days a large amount of Compound interest Notes, which matured Aug. 15, have been taken. These drafts on the currency, in addition to the current demand for loans, causes a firm market for money at 8@10 ⅌ cent. for first-class paper, and 10@12 ⅌ cent. for good names. Bankers are disposed to keep themselves in a condition to meet the wants of their depositors, and therefore do not entertain the outside calls for loans. Exchange continues abundant, with rates rather more steady at 50c. discount buying and par selling, and exceptional transactions at 1-10 discount buying from outside parties."

The imports of foreign specie at this port last week were $129,024, and since Jan. 1, $2,021,420.

The Winona (Minn.) *Republican* of the 15th inst., says:

"Much anxiety has been felt concerning the wheat crop during the past week. Numerous reports have been in circulation, very conflicting in their tenor, but many of them so positively indicating injury to the wheat as to excite apprehensions of serious damage to that crop. We have therefore made diligent inquiry in every direction where any reliable information on this subject could be had, and with the following results: Reports received from correspondents in several of the southern and southwestern counties, together with the representations of persons who have traveled quite extensively over the same ground within the past ten days, lead to the conclusion that in the valleys and low lands the recent hot weather has been productive of very serious damage. A great deal of the wheat has suffered from blight, and good judges estimate that the yield on the low lands will be reduced, on the average, to two-thirds of a full crop. Some fields are reported to us as being so badly injured as to be not worth the cost of reaping. Upon the uplands, however, while there have been causes at work to lessen the anticipated yield, the crop is far more promising in appearance, and it is believed that a bountiful harvest will be secured. These remarks will apply to the entire Southern section of the State, except portions of Mower, Dodge, Freeborn and one or two adjoining counties in the southwest, where a great deal of the land has been almost deluged by the heavy rains, and where the crops are unusually late in consequence. There are various estimates as to the average yield of wheat per acre, ranging all the way from twelve to twenty-four bushels. We shall consider the result entirely satisfactory if there is an average throughout the State of eighteen bushels to the acre. Had it not been for the untimely and unprecedented blight, occasioned by a combination of very hot and moist weather, we do not doubt there would have been the heaviest yield of wheat ever gathered in the State, with an average of at least twenty-four bushels to the acre. The crops of oats, corn and potatoes are all doing finely, and there is an abundant yield of each in prospect. The harvesting of wheat is now in full tide of successful operation. The week opened inauspiciously, with a drenching rain, but the weather has since greatly improved, and it is now as favorable for harvesting as the heart could wish—dry, clear and moderately cool. So there is ample reason for feeling encouraged after all. There is a full measure of prosperity in store for us yet."

The Lynchburgh *Virginian*, Aug. 18, says:

"The crops, such as are still growing, are looking finely. Along through the counties of Roanoke, Montgomery, Pulaski, Wythe, Smyth and Washington the corn is splendid. We have scarcely ever seen it looking so well. From the appearance one would suppose there will be enough produced in the counties named to supply the whole of Virginia. Great broad fields stretch out in some places as far as the eye can reach, of tall, green, vigorous looking corn, promising overflowing garners, and plenty to spare to less favored regions. The grass crop is an unusually fine one. The stacks of hay stand so thick that one would be bothered to count them as he travels along. We did not observe a great deal of tobacco on the road, but saw some looking well. The southwest, however, is emphatically a grazing country, and it is to that branch of agriculture that its resources are mainly devoted, and with great success. The stock of cattle and sheep, which was so depleted by the war, is fast regaining its original proportions; and it is a pleasant and cheerful sight to see the hundreds and thousands of them feeding on the luxuriant repast which nature, with prodigal hand, has spread before them. One is impressed with the idea of plenty and teeming abundance in passing through this country. They are certainly in no danger of want there. The gaunt genius of famine will never invade that land of milk and honey, of beef and mutton, of wheat and corn. It would instantly be affrighted away were it accidentally to straggle into that, to it, forbidden ground."

The Newbern (N. C.) *Journal of Commerce*, Aug. 17, remarks:

"We have recently conversed with gentlemen of this (Craven) and the adjacent counties, who inform us that the crops in their section are very promising—especially the cotton—and that, with the present prospects, they expect to make a very fair crop of 'King Cotton,' but that the corn is so much injured they do not anticipate more than a half crop."

The following correspondence appears in a Mobile exchange:

EXECUTIVE DEPARTMENT, STATE OF ALABAMA,
MONTGOMERY, July 24, 1867.

SIR: Many inquiries have reached me as to whether or not the State tax receipts or certificates now in circulation are subject to the tax of ten per cent. under recent acts of Congress when paid out by banks. In order that this question may be properly understood, I make the following brief statement:

Soon after the adjournment of the last Legislature, and while I was preparing the receipts or certificates for circulation, an act was passed by Congress requiring banks to pay a tax of 10 per cent. upon certain classes of notes when paid out by them. Hereupon a question arose as to the bearing of this Congressional law upon our State certificates. Bankers very naturally hesitated about receiving and paying them out while there was an uncertainty on this point. With a view of obtaining an official interpretation of the act of Congress, I visited Washington City and consulted the proper officers in reference to it. After several consultations with the Commissioner of Internal Revenue and the Secretary of the Treasury, it was concluded to have the question referred to the Attorney-General.

The Attorney-General has rendered his opinion, an official copy of which I have before me. In this opinion the several acts of Congress relating to tax on currency are thoroughly examined, and the conclusion is reached that our State certificates are clearly exempt from taxation. The following is the closing paragraph of the opinion:

"The conclusion, in my mind, is irresistible that these certificates issued by the State of Alabama, even if we should call them notes, within the meaning of the law, are not subject to this ten per cent. tax."

Very respectfully,
HENRY STANBERY,
Attorney-General.

I was in Washington City last week, and ascertained from the Commissioner of Internal Revenue and the Secretary of the Treasury that the construction given to the law by the Attorney-General was accepted as authoritative, and would be acted upon by the Treasury Department. Hence it will be seen that our certificates or receipts may be received and paid out by all banking institutions without any tax whatever.

These certificates have a substantial value as a currency, and it is hoped that bankers and others will aid in giving them circulation. They are receivable in payment of taxes and all other dues to the State. On the 1st of September next the tax collectors will commence the collection of taxes; and after that date the certificates will necessarily be in special demand. The amount paid out by the State will depend, in a measure, upon the disposition of the business public to take and circulate them. It is my wish, as far as practicable, to relieve the financial pressure of the times by securing for these certificates a ready circulation, which will both increase the prosperity of business and add something to the ability of the people to pay their taxes.

It is earnestly hoped that business men will see the advantages that would result to themselves and to the State by giving that coöperation on their part which is necessary to accomplish the complete success of this circulation.

Very respectfully,
R. M. PATTON,
Governor of Alabama.

MR. STANBERY says: "It appears to me that your notes would be exempt if application was made to the proper authorities."

A correspondent writing from Elmira, N. Y., inquires for a list of the prices of Southern bonds, stocks and bank bills in any of the leading markets of the South. In response, we give the following table from the Charleston, (S. C.,) *Courier*, of the 15th inst.:

SOUTHERN BANK BILLS.

	Buying rates.
Bank of Camden	30@—
Bank of Charleston	19@—
Bank of Chester	10@—
Bank of Georgetown	15@—
Bank of Hamburgh	15@—
Bank of Newberry	35@—
Bank of South Carolina	10@—
Bank of South Carolina, prior to 1861	10@—
Bank of South Carolina, after 1st January, 1861	6@—
Commercial Bank, Columbia	3@—
Exchange Bank, Columbia	13@—
Merchants' Bank, Cheraw	8@—
People's Bank, Charleston	48@—
Planters' Bank Fairfield	8@—
Planters' and Mechanics' Bank, Charleston	17@—
Southwestern Railroad Bank, Charleston	24@27
State Bank, Charleston	4@—
Union Bank, Charleston	65@—
City of Charleston Change Bills	80@—
State South Carolina Treasury Notes	95@—
BONDS, STOCK AND COUPONS.	
Georgia State Coupons	85@—
Georgia State Bond Seven Per Cent. (old)	80@—
City of Memphis Coupons	59@—
City of Memphis Bonds	48@—
City of Columbia Bonds	45@—
City of Columbia Coupons	45@—
South Carolina Railroad and Bank Stock	47@48
South Carolina Railroad Six Per Cent. Bonds	63@—
South Carolina Railroad Seven Per Cent Bonds	65@—
South Carolina Railroad Certificate of Indebtedness	50@—
City of Charleston Six Per Cent. Stock	40@—
City of Charleston Certificate of Indebtedness	80@—
City of Charleston Fire Loan Bonds	50@—
State of South Carolina Bonds (old)	43@—
State of South Carolina Bonds (new issue of Jan. 1, 1867)	40@—
State of South Carolina Stock	28@—
State of South Carolina Coupons	40@—
People's National Bank Stock	Par.
First National Bank Stock	Par.
Northeastern Railroad First Interest Bonds	65@—
Northeastern Railroad First Coupons	45@—
Northeastern Railroad Certificate of Indebtedness	45@—
Charleston Gas Company Stock	12@—
Charleston City Railway Stock	32@—
Charleston and Savannah Railroad Bonds, (State Guarantee)	40@—
Charleston and Savannah Railroad Bonds, (First Interest of Second Lien)	—@—
City of Savannah Bonds	64@—
City of Savannah Coupons, (previous to 1st June, 1866)	90@—
City of Savannah Coupons, (due after 1st June, 1866)	95@—
Memphis and Charleston Railroad Bonds	78@—
Memphis and Charleston Railroad Coupons	92@93

The Chicago *Tribune*, of the 15th inst., gives the following table, compiled from the official reports of the warehousemen, exhibiting the stock of grain in store on Monday morning, 12th inst.:

WHEAT—8,914 bushels No. 1 Spring, 46,912 bushels No. 2 do., 33,983 bushels No. 3 do., 1,400 bushels rejected do., 10,506 bushels No. 1 Red, 15,000 bushels No. 2 do., 6,600 bushels No. 3 do.—total, 123,315 bushels.

CORN—252,704 bushels No. 1, 319,333 bushels No. 2, 86,368 bushels rejected, 1,200 bushels White, 2,000 bushels Yellow—total, 661,620 bushels.

OATS—37,848 bushels No. 1, 60,271 bushels No. 2 and 3,600 bushels rejected—total, 101,769 bushels.

RYE—15,039 bushels No. 1, 14,730 bushels No. 2—total, 29,729 bushels.

BARLEY—16,615 bushels No. 2. No other grades.

The stock compares with last year as follows:

	1867.	1866
Flour, bbls	7,500	10,200
Wheat, bush	123,315	199,863
Corn, bush	661,620	919,975
Oats, bush	101,719	387,257
Rye, bush	29,769	97,497
Barley, bush	10,615	50,298

Internal Revenue Decision.

U. S. INTERNAL REVENUE, ASSESSOR'S OFFICE,
4TH DISTRICT, NEW-YORK, OFFICE No. 108 LEONARD-ST., NEW-YORK CITY, July 27, 1867.

SIR: * * * Are sales of drafts on foreign countries to be considered as sales of securities requiring a bill or memorandum of the same, upon which a stamp tax is imposed by the 99th section of the Internal Revenue Laws at the rate of one cent for every $100 of such sales?

The ruling of the Department in such cases is requested. Respectfully,

PIERRE C. VAN WYCK, Assessor.

Hon. E. A. ROLLINS, Commissioner Internal Revenue, Washington, D. C.

TREASURY DEPARTMENT,
OFFICE OF INTERNAL REVENUE,
WASHINGTON, Aug. 12, 1867.

SIR: In reply to yours of the 27th ult., referring to liabilities of parties selling drafts on foreign countries, I have to say that a bill of exchange is not regarded by this office as a security within the meaning of section 99 of the act.

Respectfully, THOMAS HARLAND,
Acting Commissioner.

P. C. VAN WYCK, Esq., Assessor Fourth District, New-York.

BANKING AND FINANCIAL.

BROOKLYN CITY LOANS.
These include Park, Water and other Improvements Six and Seven per Cent. Bonds. For sale by
JAY COOKE & CO.,
Wall and Nassau sts.

GENERAL MARKETS.

NEW-YORK, Monday, Aug. 19, 1867.

The receipts of the principal kinds of produce since our last have been 33 bbls. Ashes, 14,849 bbls. Flour, 315 bags Corn Meal, 19,883 bushels Wheat, 156,015 bushels Corn, 10,840 bushels Oats, 390 bushels Rye, 40 bbls. Beef, 20 packages Cut Meats, 250 packages Lard, and 236 bbls. Whisky.

ASHES—Are in demand at $9 25 for Pots, and $12 @$12 50 for Pearls, ⅌ 100 lbs.

COFFEE—Is quiet, but firm, including Java at 24c.@25c.; Native Ceylon, at 18½c.@20c.; Maracaibo, 17½c.@18½c.; Laguayra, 17c.@18c.; Rio, 14½c.@19c.; St. Domingo, 15½c.@16c., in gold, ⅌ lb.

COTTON—Has been moderately dealt in at former prices. Middling grades closed at 28½c.@30½c. ⅌ lb., on sales and resales of 1,100 bales against receipts of 58 bales.

Movements of Cotton at this Port.

Receipts last week	5,968
Receipts preceding week	4,294
Receipts since Jan. 1, 1867	416,411
Receipts since Sept. 1, 1866	640,185
Receipts year ending Jan. 1, 1867	667,394
Receipts year ending Sept. 1, 1866	511,630
Exports since Tuesday	476
Exports since Jan. 1	344,372
Exports since Sept. 1	466,576
Exports year ending Dec. 31, 1866	391,094
Exports year ending Sept. 1, 1866	462,927
Estimated stock on hand here	55,000

Movements in Cotton at all the Shipping Ports.

Receipts at all the shipping ports of the United States from the close of the war, May 1, 1865, to Sept. 1, 1866	2,571,040
Receipts at all the ports from Sept. 1, 1866, to latest mail dates	1,857,000
Exports from all the ports since Sept. 1, 1866	1,556,000
Estimated stock on hand at all the ports at latest mail dates	117,000

FLOUR AND MEAL—State and Western Flour has been in fair request and all really reliable stock has been quoted up 10c.@20c. ⅌ bbl. Sales have been reported, since our last, of 13,250 bbls., including poor to choice Superfine State and Western, at $7 60@$8 50; very poor to good extra State at $9@$10 20; good to choice extra State at $11@$12; poor to good shipping brands of round hoop extra Ohio at $9 50 @$11 25 ⅌ bbl. We now quote:

Superfine State and Western	$7 60 @ $8 50
Extra State	9 00 @ 12 00
Extra Illinois, Indiana, Michigan, &c.	9 10 @ 13 50
Extra Ohio, round-hoop, shipping brands	9 50 @ 11 25
Extra Ohio, trade and family brands	11 30 @ 13 75
Extra Genesee	12 10 @ 13 75
Common to choice extra Missouri	12 00 @ 15 00

Southern Flour is in moderate demand at former prices. Sales have been reported since our last of 1,270 bbls., at $10 50@$14 25 for new, ⅌ bbl. Canadian Flour continues inactive and nominal. Rye Flour continues in fair request at from $7@$9 25 for inferior to very choice ⅌ bbl.; sales, 500 bbls. Corn Meal is in good demand at $5 60 for City, $5 65 for Western, and on private terms for Brandywine, ⅌ bbl.; sales 1,100 bbls. Of California Flour sales were reported of 280 bbls. and sacks, at $12 50@$14 50 ⅌ bbl. of 196 lbs.

GRAIN—Wheat has been in more demand at decidedly firmer prices. Sales have been reported since our last of 44,500 bushels, including new White Michigan at $2 53@$2 54; Amber do. at $2 33@$2 35; Amber Ohio at $2 35; No. 3 to No. 2 Spring at $2@$2 18; Amber State at $2 33@$2 35; White Southern at $2 40; Amber do. at $2 30@$2 35; White California at $2 65@$2 75 ⅌ bushel. Corn opened buoyantly at an advance of a cent a bushel, but closed dull and heavy at about Saturday's latest figures. Sales have been reported since our last of 139,000 bushels, at $1 12@$1 15 for poor to extra Mixed Western afloat and in store, closing at $1 12@$1 14; $1 07@$1 12 for unsound and damp, and $1 15@$1 20 for Yellow and White Western and Southern, ⅌ bushel. Rye continues scarce and in demand: sales 13,500 bushels, including old Western at $1 55@$1 56; New State at $1 70@$1 75; New Southern on p.t. Nothing new in Barley or Barley Malt. Oats have been in moderate demand at drooping prices. We quote: New Western at from 81c.@90c. for the whole range of sound here, and 77c.@80c. for unsound; State at 91c.@93c. for old, and 90c. for new; new Jersey and Southern, 78c.@90c., as in quality; sales 47,000 bushels, part to arrive. The Albany *Argus* of this morning gives the following list of boats laden with flour and grain which passed Fultonville, bound to the Hudson River, during 24 hours prior to 10:30 A. M., Saturday, Aug. 17, 1867: H. Holbrook, Oswego, corn; Rockaway, Buffalo, corn; J. B. Taylor, Oswego, corn; Maggie, Buffalo, corn; Charles Shaver, Buffalo, corn; Anna, Buffalo, corn; City of New-York, Buffalo, corn; M. S. Clarke, Oswego, corn; Ruze, Oswego, wheat; A. M. Baker, Buffalo, corn; Theodore Vosburgh, Buffalo, corn; James O. Woods, Oswego, wheat: James Bailey, Buffalo, corn; Major Goodsell, Buffalo, corn; Island Home, Buffalo, corn; Humboldt, Buffalo, corn; Augusta, Buffalo, corn; P. Robinson, Oswego, corn; A. D. Meny, Buffalo, corn; J. O. Vincent, Oswego, corn; Lillian, Buffalo, corn.

Stock of Grain in Warehouse in New-York and Brooklyn, Aug. 19, 1867.

	Bushels.		Bushels.
Wheat	40,966	Malt	21,380
Corn	888,868	Barley	60,288
Oats	141,596	Peas	32,903
Rye	2,099		

HAY—North River bale is in moderate request and firm at 90c.@$1 for shipping, and $1 25@$1 60 for local use, ⅌ 100 lbs. Straw is in fair demand at $1@$1 25 ⅌ 100 lbs.

HOPS—Have been quiet, but steady, including American crop of 1866, at 30c.@65c.; older growths at 20c.@40c., and Foreign at 40c.@75c. ⅌ lb. Mr. EMMET WELLS makes the following suggestions on the picking, curing and sale of Hops: "As the time for Hop-picking approaches, I beg leave to offer, through the medium of your valuable paper, a few suggestions to growers on the subject of picking and preparing their Hops for market. No particular branch of Hop culture throughout this country is so seriously neglected as that of clean picking; while in England and Germany, growers take great pride in doing this part of their work well. We have no better proof of the advantages to be gained by clean picking than the fact that foreign Hops always command a higher price in our markets than Hops of native growth. This increased value of foreign Hops is attributed by Hop dealers to their greater cleanliness, and not to any superiority in the Hop itself, as our climate and the fertility of our soil is surpassed by that of no other country. There is no good reason why we should not be able to compete with foreign growers in producing as good Hops as they, or as good as are grown in the world, since it is a well-known fact that the American Hop, in point of strength and richness of flavor, always exceed those of foreign countries. Farmers, in excuse for not picking their Hops clean, say it cannot be done in yards of light growth, where the Hops are few and scattering. I maintain it can be done in all yards. The Hops in this country never were picked clean—not even in the season of 1860 and 1862, when the average yield was a ton to the acre. I have watched the process of picking in yards of all grades and sizes throughout this State, and have observed that in most instances the Hops, instead of being picked off one by one, are stripped off together with leaves and stems by the handful. 10c. ⅌ lb. or $20 ⅌ bale ought to pay the grower well enough to secure more care in having his Hops carefully picked. I have known instances in which an increased price of 10c. or more ⅌ lb. has been obtained on lots, when there was no apparent difference in their quality. If the present system of picking Hops at a stipulated price ⅌ box were abandoned, and liberal wages by the day substituted, it would tend to do away with the eager desire pickers otherwise have, to make out a big day's job, by picking fast, and filling up with leaves and stems. The wages per day could be governed by the care exercised by each picker in doing her or his part well, and not by the number of boxes picked. Too much attention cannot be given in properly curing Hops. The practice of using sulphur to give them a bright straw-color is very much abused, and if indulged in to too great an extent the natural rich flavor and aroma of the Hop is destroyed. Many growers, anxious to get their Hops into market early, hurry the drying process so fast as to cause the Hops to become scorched. The stoves or heaters never should be allowed to get red-hot. Smoke from the burning fuel should also be guarded against. A moderate, uniform heat gives the Hop a more natural cure. Then, again, it is very important that Hops should be sufficiently dried before being baled, otherwise there is danger of their sweating and heating in the bale. Most growers claim to thoroughly understand all these points, but the most experienced often fail to cure their Hops properly. Bales should be put up to weigh as near 200 lbs. as possible; when a larger quantity is compressed in a bale of the ordinary size, the Hops are deprived of the necessary circulation of air, and are liable to heat. The best three-ply twine should be used in baleing, as a poor article is apt to break when bales are roughly handled, thus allowing a waste of the Hops. Every grower should provide himself with a stencil-plate, bearing the initials of his name, and stamp each bale. Hop presses should be constructed in such a manner as to render it unnecessary for the Hops to be stamped down with the feet. Broken Hops do not sample or sell as well as those which are kept whole. Growers should never refuse to sell their Hops at home, when they can get the market price. When they can't sell at home to advantage, they should consign to some reliable commission dealer, who makes Hops a specialty, and who deals strictly on commission. Hops should never be carried over from one season to another, as the deterioration in value and quality is about $3 per cent. after the first year. An experienced commission merchant should never be subjected to restrictions on the price to be obtained for the Hops. If he is worthy of confidence, he should be allowed to exercise his best judgment in effecting a sale; and being in constant communication with the general trade, his facilities for judging the market prices are generally better than the growers', whose experience is limited to the dealings they may have in the yearly sale of their own produce. In many cases a favorable offer is lost by a decline in the market before the consignee can communicate with the owner."

MOLASSES—Has been quiet to-day, including Porto Rico at 55c.@75c.; Cuba at 35c.@55c.; English Islands at 54c.@55c. ⅌ gallon.

NAVAL STORES—Continue inactive, including Spirits Turpentine at 60c.@61c. ⅌ gallon; Crude do. at $4 75@$5; Resin at $4@$10 ⅌ 280 lbs.; Tar at $3 25 @$4; Pitch, $4@$4 25 ⅌ bbl.

OILS—Have been dull to-day, including Crude Whale at 73c.@75c.; Bleached Whale, 82c.@87c.; Crude Sperm at $2; Unbleached do. at $2 30@$2 35; Lard Oil at 95c.@$1 20; Red Oil at 60c.@75c.; Linseed Oil at $1 27@$1 34 ⅌ gallon.

PETROLEUM—Continues in moderate demand at 17c.@18c. for Crude; 12½c.@13c. for Crude in bulk; 26c.@31c. for Refined, in bond; and 47c.@48c. for Refined, free, ⅌ gallon.

PROVISIONS—Pork has been in limited demand and depressed in price, though closing rather more firmly. Sales since our last of 4,750 bbls., in lots, at $23@$23 20 for new Western Mess, closing at $23 15 regular way; $22 75 for one-year-old Mess, in small lots; $19 75@$20 for Prime, and $22 75 for Prime Mess, ⅌ bbl. Cut Meats continue inactive at 10½c.@11½c. for dry salted and sweet pickled Shoulders, and 15c.@16½c., for Hams, ⅌ lb.; sales equal to 185 pkgs. Bacon has been very quiet to-day. Ice-cured short rib, in bulk, sold at 12½c. ⅌ lb. Lard is in moderate demand at former rates; sales have been reported since our last of 870 tcs. and bbls., in lots, at 12½c.@13½c. ⅌ lb. Beef continues very dull at $18@$24 for very poor to choice Plain Mess; $24@$28 for Extra do.; sales have been reported of 140 bbls. Tierce Beef continues dull. Beef Hams continue quiet at $39@$40 ⅌ bbl. Butter continues in fair demand at 26c.@40c. for poor to choice State, and 15c.@30c. for inferior to prime Western, ⅌ lb. Cheese is in less request at 6c.@13½c. ⅌ lb. We quote:

BUTTER.

Orange and Sussex Fresh Pails, ⅌ lb.	35	@40
Pennsylvania and State Counties, Fresh Pails, ⅌ lb.	35	@38
New-York State Firkins, Prime Yellow, ⅌ lb.	32	@33
New-York State Firkins, Light Colored, ⅌ lb.	28	@30
New-York State Half Firkin Tubs, good to prime, ⅌ lb.	27	@30
New-York State Welsh Tubs, good to prime, ⅌ lb.	28	@30
North Pennsylvania Firkins, good to prime, ⅌ lb.	25	@28
Western Reserve Firkins, good to prime, ⅌ lb.	23	@25
Chicago and Northwestern Firkins, good to prime, ⅌ lb.	18	@22
Middle Ohio Firkins, good to prime, ⅌ lb.	15	@20
Grease Butter, original packages, ⅌ lb.	10	@11

CHEESE.

Factory Dairies, Extra, ⅌ lb.	13	@13½
Factory Dairies, Fair, ⅌ lb.	11	@12
Farm Dairies, Extra, ⅌ lb.	11	@12
Farm Dairies, Fair, ⅌ lb.	10	@11½
Skimmed Cheese	6	@ 8

SUGARS—Have been in fair demand and firm in price. Sales since our last 1,750 hhds. Cuba, &c., at 11½c.@13½c., and 430 boxes Havana, part at 11½c.@12½c. ⅌ lb. Refined Sugars continue in fair request at from 14c.@16½c. ⅌ lb.

TALLOW, &c.—Sales 140,000 lbs. Tallow at 11½c.@12c.; 78,000 lbs. Stearine at 12½c.@13½c., and 43,500 lbs. Grease at 7½c.@9½c. ⅌ lb.

WHISKY—Sales to-day 100 bbls. Western, in bond, at 35c.@36c. ⅌ gallon.

FREIGHTS—For Liverpool, there were taken by steamer 300 tcs. Lard at 21s. 3d.; 500 boxes Bacon at 20s.@22s. 6d.; 10,000 boxes Cheese at 25s.@27s. 6d. ⅌ ton. For London, 250 bbls. Resin at 2s. ⅌ 280 lbs. For Trieste, a bark with Petroleum on private terms.

The New-York Times.

NEW-YORK, TUESDAY, AUGUST 20, 1867.

Amusements this Evening.

NEW-YORK THEATRE.
Broadway, near 8th-st.
THIS EVENING, commencing at 8 o'clock. UNDER THE GAS LIGHT. Characters by Messrs. A. H. Davenport, J. K. Mortimer, J. B. Studley, Welsh Edwards, James Dunn, O. T. Parsloe, H. Ryner, Miss Rose Eytynge, Miss Blanche Grey, Mrs. Skerrett, Mrs. Wright, and others.

WALLACK'S THEATRE,
Broadway, corner 13th-st.
THIS EVENING, commencing at 8 o'clock. LITTLE NELL and THE MARCHIONESS. Characters by Miss Lotta and company.

BROADWAY THEATRE.
Broadway, near Broome-st.
THIS EVENING, commencing at 7¾ o'clock, CASTE. Characters by Mr. W. J. Florence, Mrs. W. J. Florence, Mrs. F. S. Chanfrau, Mrs. G. H. Gilbert, Mr. W. Davidge, Mr. O. Marlowe, Mr. E. Lamb.

NIBLO'S GARDEN.
Broadway, between Prince and Houston sts.
THIS EVENING, commencing at 7¾ o'clock, an original and grand spectacular Drama, entitled THE BLACK CROOK.

FRENCH THEATRE.
14th-st., near 6th-av.
THIS EVENING, commencing at 8 o'clock, ELIZABETH, QUEEN OF ENGLAND. Characters by Mrs. F. W. Lander, Mr. Jas. H. Taylor, Mr. George Becks, Mr. J. W. Coggswell, Miss Minnie Monk, Miss Jennie Gourlay, Miss Adah Monk.

BOWERY THEATRE.
Bowery, between Bayard and Canal sts.
THIS EVENING, commencing at 7 o'clock, MAZEPPA. Miss Leo Hudson and her trained horse Black Bess.

BARNUM'S NEW MUSEUM.
Broadway, between Spring and Prince sts.
THIS AFTERNOON at 2½, and EVENING at 8, MOTHER GOOSE AND HER GOLDEN EGG. A LARGE COLLECTION OF LIVING WILD ANIMALS. 300,000 CURIOSITIES.

BANVARD'S MUSEUM.
Corner of Broadway and 30th-st.
THIS EVENING, commencing at 8 o'clock, DIAVOLO; OR, NOBODY'S DAUGHTER. Curiosities from all parts of the world.

BROADWAY OPERA HOUSE,
No. 600 Broadway.
THIS EVENING, commencing at 7¾ o'clock, GEORGIA MINSTRELS.

TERRACE GARDEN.
3d-av., between 58th and 59th-sts.
THIS EVENING, commencing at 8 o'clock. THEODORE THOMAS' POPULAR GARDEN CONCERTS.

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NEWS OF THE DAY.

EUROPE.

It is reported that the Sublime Porte has received an urgent note in behalf of the suffering Cretans from the Government of the United States.

The Austrian Government has pledged itself to enlarge the civil and religious liberties of the Protestant inhabitants of the Empire.

Dispatches from Salsburgh give full details concerning the visit of the Emperor and Empress of the French to their Imperial Majesties of Austria. It has been observed that the Emperor Napoleon treats the Austrian Prime Minister, Baron Von Beust, with marked honor and consideration.

A vessel has arived at Liverpool which reports having passed on the 28th ult., the little schooner yacht *John T. Ford*, Capt. Gold, which sailed from Baltimore on the 23d of June for Paris. All on board were well, and the little craft required no assistance.

The American steamship *Quaker City*, Capt. Dunc[illegible] which sailed from New-York on the 10th o[illegible] with the Holy Land Excursionists on board, has arrived at Constantinople.

Various fire-proof safes at the Paris Exposition having been subjected to severe tests, the Herring safe, from New-York, is reported to have won the wager staked upon the result.

GENERAL.

Advices from Havana represent that as the time for the collection of the contribution levied by the Government approaches the money market becomes tighter, and great distress is felt in financial circles. Many public places, unable to pay the new tax, were about suspending business. The Austrian bark *Niemen* arrived at Bridgetown, Barbados, with 430 Coolies. Two days after, the Chinese became so mutinous that Capt. Beckwith was compelled to arm his crew and order a volley to be fired into them, killing three and wounding several others. He then desired the interpreters to tell them that if they did not go below he would repeat the dose. After some hesitation they did, but had not been down very long when it was discovered they had set the vessel on fire, in the expectation that the crew would go below to extinguish it, when it was their intention to have murdered them. Capt. Beckwith, instead of sending his crew below, put all the hatches down and commenced pouring water down through one of the ventilators, which caused it to steam and smoke, so that they soon volunteered to put it out themselves. The Haytien *Moniteur* asserts that Hayti is about to establish amicable relations with the Dominican Republic. The Secretary of the Interior had addressed a circular to the Commanders of the Eastern Districts, directing them to prevent persons crossing the frontier with arms or munitions of war. An English house has offered the Government of Colombia to pay its national debt of $30,000,000, on condition that the Panama Railroad be leased to them for 99 years, at an annual rental of $500,000. A destructive fire occurred at St. Basseterre, St. Kitts, on the 3d of July, almost entirely destroying that village. Most of the public buildings being in the suburbs escaped. Several churches were destroyed and not a stone remains. The demand for food, after the conflagration, was so great that Capt. Badger, in command of a United States steamer, sent ashore all the ship stores he could spare. The loss is estimated at £300,000, on which there is an insurance of only £30,000. One person was killed during the fire.

The Maryland Constitutional Convention, after having been in session seventy-five working days, adjourned on Saturday last. The Constitution prepared, when put upon its final passage, was adopted by a vote of 99 yeas to 4 nays, 16 members being absent or not voting. It was then signed by the President, attested by the Secretary, and deposited in the office of the Clerk of the Court of Appeals. At an informal meeting of the members, an address, commending the Constitution to the people and urging them to use every effort for its adoption, was presented, but after discussion it was deemed unnecessary to formally send forth the address, as the Constitution would soon be largely circulated, and it would be its own best commender. It was resolved that the members of the several delegations take immediate action to call ratification meetings in their respective cities. The Constitution will be submitted to the vote of the people on the 18th of September, and if ratified will go into effect on the 5th of October.

The Constitutional Convention assembled yesterday morning, but as there was not a quorum present, an adjournment until evening was taken. In the evening several memorials were presented and referred. The President presented a communication from the President of the Canal Board relative to canal breaks. The Convention then went into Committee of the Whole on the Report on Banking and Corporations. The question was upon the amendment providing that the sale or transfer of any railroad franchise shall be void except by express consent of every stockholder interested therein. Considerable discussion followed, and the amendment was lost. Other amendments were offered and debated, but when a vote was called it was ascertained that there was not a quorum present, and the Convention adjourned.

The report furnished the Constitutional Convention by the Canal Investigating Committee regarding alleged frauds contained the testimony of Eli T. Bangs, which reflected upon Hon. Nathaniel S. Benton, Auditor of the Canal Department. Mr. John H. Reynolds, counsel for Mr. Benton, has addressed a letter to the Committee, requesting them to recall Mr. Bangs, to the end that he may be examined by the counsel for Mr. Benton, and to grant leave to him to produce witnesses to show that Mr. Eli T. Bangs is a man devoid of character for truth and veracity, and utterly unworthy of credit as a witness before any tribunal. The Chairman replies that the request will undoubtedly be granted by the Committee.

Dispatches from St. Louis state that Col. Taylor, one of the newly appointed Indian Commissioners, had left Omaha for Washington bearing important dispatches, the nature of which was not known. The Indians had driven off considerable stock from one of the Pacific Railroad stations. The Helena *Herald* states on the authority of a man who had just arrived there, that the Blackfeet Indians had massacred twenty men at Vermillion, in Montana Territory.

Advices from Honduras, *via* Havana, represent that the difficulties which existed there have been brought to a termination. Canul, the Indian chief who has so long been a terror to the colonists, has been deposed by his tribe. A deputation from four Indian tribes had waited upon Gov. Austin, soliciting peace, and were well received. They departed favorably impressed with the white men. No further outbreaks are apprehended.

A destructive fire occurred at Middleton's coal-oil stores, at Montreal, Canada, on Saturday night. Six hundred thousand gallons of oil were consumed, making one of the most terrific conflagrations ever witnessed. The loss is over $150,000. The price of oil is rising in the market in consequence of the fire.

A man named George Anderson committed suicide at the Tontine Hotel, in West-street, yesterday. Deceased was about 30 years of age.

LOCAL.

Detective Barker, of the Fifteenth Precinct, arrested a man named Dan Noble on a warrant issued by Justice Hogan on Sunday afternoon, at Elmira, N. Y., on a charge of having participated in the robbery of $200,000 worth of bonds from the office of the Royal Insurance Company in Wall-street in December, 1866. The prisoner was brought to the City yesterday.

Fritz Gouge, Wm. Eisefeld and Wm. Weiner were smothered in Metzler's distillery, at the foot of East Twenty-ninth-street, yesterday. All the men worked in the distillery. It appears that Gouge accidentally fell into a mash-tub. Eisefeld and Weiner attempted to rescue him, when they also fell in, and all were smothered.

At the meeting of the Street-cleaning Commission yesterday, a report was presented by Inspector Morton, setting forth the condition of Pearl, Moore, Bridge and Water streets, concerning which complaints had been sent into the Commission, signed by a number of merchants of the First Ward.

An attempt was made yesterday to swindle the Market National Bank by means of a check altered from $20 50 to $5,000 50. The check bore the signature of Mr. Owen Brennan.

Sixteen hundred and thirty-nine new buildings have been erected in Brooklyn during the year ending on the first of the present month.

The Commissioners for building the new Harlem Bridge promise that it shall be completed and thrown open for public use within thirty days.

The report of the explosion and loss of the steam-tug *Adelia* turns out to be untrue.

One thousand eight hundred and eleven emigrants arrived here yesterday.

There were 290 deaths in Brooklyn last week.

Gold was worked up yesterday to 141⅞@141⅞. Money easy. Exchange heavy. The public funds were a trifle lower. Railways closed more firmly. Produce and merchandise were in moderate demand. Flour partially advanced 10c.@20c. ℔ bbl. Wheat and Rye were also firmer. Corn and Oats closed in favor of buyers. Provisions and Cotton varied little. Freights were somewhat brisker.

Transactions yesterday in beef cattle, at the National Drove Yards, were dull. The receipts of beeves were fully equal to the requirements of the trade. The top of the market was 16c. ℔ lb., net weight. In the morning, a very few of the extras were sold at 16½c.@17c. ℔ lb. The general selling ranged from 13c.@15c. ℔ lb., net weight. A [illegible] proportion of the receipts consisted of rough bullocks, half-fattened stags, tough and bony oxen, and bulls without number, selling cheaply, at 10c.@11c. ℔ lb. People had better sharpen their teeth, to avoid a row in the dining-room. Sheep are unusually heavy, numbering about 30,000 for the weekly supply. The top of the market is 7c. for the best droves. Very few sheep, however, sold for over 6½c. ℔ lb., live gross weight. Common sheep, 5c. ℔ lb., live weight. The arrivals of hogs are heavy, numbering for the week at Fortieth-street, 19,873 head. Fair to good were selling at 7c.@7½c. ℔ lb., live weight. Light, thin and rough hogs at 6c.@7c. ℔ lb., live weight. The receipts of poor swine exceed the requirements of the trade, while good hogs find a ready sale.

Gen. Pope on the Influences Opposed to Reconstruction.

Gen. Pope does not exaggerate when he declares that the Southern politicians most active in their opposition to the reconstruction policy of Congress are they who have received Executive pardon. Mr. B. H. Hill is one of these men, and there are scores like him. In one way or another, they have obtained pardons from the President, and the license thus obtained they exert to impede and if possible defeat the law. Common decency would seem to indicate the propriety on the part of those who, in their persons, exemplify the magnanimity of the Government of abstinence from partisan effort under every provocation and in any cause. If they cannot conscientiously sustain the measures passed by Congress for restoring the Union, at least they are bound in honor to hold aloof from movements intended to thwart the will of Congress, and prolong the era of strife and disunion. When they seek the favor of the Government, they are supposed to pledge themselves to abide by the results of its action. And having received assurance of immunity for treason, they should be restrained by ordinary prudence and gratitude from the abuse of the privilege conditionally acquired.

The misfortune is, however, that the very course pursued by Mr. Hill is that which commends applicants for pardon to the favor of the President. To be fierce in one's hostility to Congress and its measures, is to establish a title to his distinguished consideration. By thus employing the pardoning power as a means of promoting his own views, the President makes himself responsible for much of the hostility at present shown toward reconstruction. His contest with Congress, his denunciation of its acts, his persistent endeavors to make compliance with their letter a means of killing their spirit, are circumstances which have largely contributed to the strength of the Southern opposition. By pardoning its leaders, and by recognizing opposition as a passport to his regard, he has given to it a sanction which now operates disastrously.

Were we at the threshold of reconstruction, instead of midway in its application, the suggestion of Gen. Pope touching the manner of dealing with rebel leaders, and noisy assailants of the law, would merit more attention than will now be accorded to it. Banishment from the country might then have been sanctioned as the punishment best adapted to the peculiarities of the case. By sending influential rebels into exile, their evil influence might have been terminated, and a foundation laid for peace which now is sadly needed. The enforcement of this penalty is no longer easy or practicable. It may yet become necessary in individual cases, but as a general measure for suppressing disaffection and restoring quiet, it can hardly be said to be available. The pardons granted form a serious obstacle; and the delay in applying it would invest it with something like invidious malignity. Should events necessitate harsher measures to secure the ends aimed at by Congress, the banishment of the agents of disaffection would still be preferable to a general scheme of confiscation. Neither, we trust, will be found necessary. But the South may usefully remember that both are yet within the scope of the Congressional opportunity, if the present plan fail to accomplish its declared purposes.

The conception of duty which induces Gen. Pope to give the fullest license of speech to the Hills, Herschel Johnsons, and others of the like stamp in his district, is obviously correct. Since Congress has made reconstruction to hinge upon the voluntary acceptance of certain conditions by the Southern people, it is proper that the relative strength of the friends and the enemies of the law should be decisively ascertained. If the numbers favorable to compliance with the terms of the law are strong enough of themselves to overcome opposition, and to place their particular State on the platform of the Union — well. Immediate readmission will follow, and the reinforced ranks of the Unionists in Congress will be in a better position to meet other exigencies. On the other hand, if the active spirits of the rebellion retain sufficient influence to frustrate the law, and to delay reconstruction, as appears not improbable in Georgia, it is meet that Congress should know the fact, that its future legislation may be adapted to the exact requirements of the case. Discrimination will thus become possible and just. The States that come into the Union on the prescribed terms will no more be subject to exceptional legislation. The States that obstinately continue out of the Union, under the vain expectation that they will be allowed to dictate their own terms, may then be dealt with as circumstances demand. Should this contingency arise Gen. Pope's suggestion will doubtless not be forgotten.

The Judicial Term of Office.

The reforming enthusiasm which presided at the adoption of our existing State Constitution wreaked most of its zeal upon the judiciary, making profound and sudden changes in that department of government which should be more cautiously and considerately interfered with than any other. In the passion then prevailing for change on theory, experience was thrown aside, and the warnings of the oldest jurists against introducing any radical novelties into this part of the organic law were rejected. Ambrose Spencer, a lawyer of great natural sagacity and practical knowledge, foretold clearly the evils that would flow from the amendments then approved, insisting particularly upon the mischievous effect of electing judicial officers, and on the objections to prescribing a short term of incumbency. Rotation in office, however, was one of the spells then relied on to work political miracles, and the duration of the judicial term was accordingly fixed at six years, in analogy to the length of official life in the Federal Senate. If the Judges are good, it was argued, a virtuous people will reelect them; if bad, six years will be quite long enough to endure them. It seems to have been forgotten that a great many of the virtuous electors would want a place for themselves, and that if Judges were good on entering office, the dread of leaving it could hardly fail in many instances to operate in such a way as to make them bad while in it.

The plan looked most democratically fair. It was tried with the favor of the community, whatever were the misgivings of a few, and scarcely a point in those sinister predictions has failed of fulfillment. The first Judges chosen would have been creditable under any mode of selection, for the strongest men were, of course, put forward to justify the new system. Who can measure the interval between them and many of the Judges of the present date without feeling ashamed of the State? And what part the shortness of the official term had in producing this decadence it is easy to trace.

The difference between a Judge's relations to his office and those of a legislator is as wide as that between their respective duties. "Once a Judge, always a Judge," is a phrase with as meaning a reference to character as to title. When a politician quits an office of one kind, he is no less fit or ready to take one of another sort. The same talent or management that made him a Representative can work him into a Senatorship, or place him in a Governor's chair. Not so with a judicial officer. On the supposition that he was at all fit for the Bench when chosen, he must have acquired that fitness by the special studies and industry of many years. He has made himself a peculiar reputation, not a mere general fame of cleverness and plausibility; has gathered a following of clients, and trained his mind to certain rigid habits of thought. On ascending the Bench he resigns all the profitable fruits of his professional reputation, which represent his acquired capital in business, and yet continues to strengthen those exclusive mental habits which unfit him for other pursuits. His mental bias must even be greatly modified, if he exchanges the zealous partisanship of an advocate for the balanced impartiality of a Judge. Therefore, if he is fit for his office at the beginning of his term, he is fit for nothing else at the end of it. His clients have formed other connections during six years, the people, once interested for him as a lawyer, have drifted away into other associations, and he descends from his seat to begin life over again.

With such a prospect before him is a Judge to be blamed for trying all proper means to secure his continuance on the Bench, although that is no part of the business which he was put there to do? Or, if he is not a man of great force and purity of character, can it be believed that under such a pressure he will resist the tempation to employ his official term in intrigues for obtaining its renewal? But the elective system has not produced for the most part judges of great force and purity of character, and we know that the intrigues for reëlection and the abuses of place for selfish ends are of frequent occurrence, for here another and graver evil shows itself, resulting directly from a short term. A bad judge, who cannot compass by intrigue or party subserviency his return to offie, gives his attention to making all possible profit out of his single term, or, what is more likely, he neglects his duty and betrays the public interest in the pursuit of both these unworthy objects at once. Ambrose Spencer sketched the probability of these pernicious consequences of reform; we at this day are unhappy enough to be able to name the men who have organized them into a certainty.

In every society there are plenty of individuals and of banded interests that lend themselves to the practices of a Judge seeking reelection. If he is the nominee of a party, then wo to his hopes if he resists their dictation, or fails to shape his decisions and use his patronage so as to retain their favor. If he looks for other than party support, then he must court popularity. Now a popular Judge is a contradiction of terms. Honored he may be, and respected, and feared, and personally, as a man, popular; but as an officer he has no right to expect or strive to be so. Strict impartiality is above all the arts of popularity. A Judge is set to administer the chidings and corrections of the law, to enforce its restraints over the vices, the passions and frauds of men. He beareth not the sword in vain. Wherever a fair decision makes one friend it makes, as human nature is, one enemy too. Yet though his office is in the nature of things an unpopular one, he will manage, if unduly eager for its renewal, to court popularity. He may do this by unjust decisions in favor of the rich and powerful, by wresting or delaying the law to suit the wishes of influential men, by corrupt bargains for support with strong and organized interests. Are these abuses merely fancied as what might be? Are they not known to be rife and publicly hissed at?

In truth, in fixing the tenure of judicial office, we have followed one of the most slavish precedents of the imperial law. That system decreed that a Judge's place should be held *dum principe placuit*, as long as it pleased the Sovereign. We enact that it shall be held, practically, *dum populo placuit*, so long as *he* pleases the people. Now, it is no part of the Judge's duty to please the Sovereign, whether people or prince. The wit of man has tried many methods for securing honesty and responsibility in their Judges.

In the Athenian Republic officials were chosen for short terms, though, properly speaking, their *dikasts*, who were very numerous and annually named partly by lot, were not Judges, but had a mixed function, corresponding more nearly to that of modern jurors. The official conduct of all was publicly investigated at the close of their term of duty, and dereliction punished by disgrace and fine. No such accountability is even attempted to be enforced among us. The wisest plan, founded on close observation of human nature and sanctioned by centuries of fortunate experience, is undoubtedly that of English law, which retains a Judge in office during good behavior so long as his faculties are in unimpaired usefulness. That tenure of judicial office we cannot hope to see generally restored by the revised Constitution of our State. With all the faults of the elective system, the citizens of the rural districts have shown no desire for any sweeping change. In the cities the evils are painfully manifest; in other localities they have been but partially realized. Hence the absence of that general complaint which alone would justify the Convention in discarding the elective principle in its entirety. Some decided reform is, however, called for by the intelligent opinion of the State; and perhaps the most feasible as well as the most satisfactory change would be a reversion to the principle of nomination in regard to the Judges of the Superior Courts, while adhering to the present mode of election in all minor Courts. No other compromise seems so likely to command popular approval, or to approach so nearly the requirements which experience has brought to light.

The Ohio Democracy and the National Debt.

Mr. Pendleton, of Ohio, is determined that the Chicago platform, and the part he performed in the last Presidential campaign shall not be forgotten. He stood at that epoch on very peculiar ground. The party of peace, whose views Mr. Pendleton specially represented, announced as the first article of its creed that the war for the preservation of the nation had proved to be a failure. To give the country assurance of the sincerity of this avowal the Democratic leaders gave the nomination for the Presidency to Gen. McClellan.

There was nothing wrong in that as far as Mr. Pendleton was concerned. He had stood manfully by the South all through the war. He had not taken up arms for the maintenance of the national authority. He had steadfastly resisted an appeal to the arbitrament of the sword—as steadfastly, indeed, as Mr. Vallandigham, Mr. Fernando Wood, Mr. Colorado Jewett, or Mr. John Mitchel. There was no peace record at that time cleaner than Mr. Pendleton's. He believed the South had a right to secede, State by State, to draw the boundary line anew either North or South of Mason and Dixon's line, as it might choose,—to shut up the mouth of the Mississippi, and blockade Chesapeake Bay. He saw in the war, as carried on by the National Government, not a legitimate struggle for national existence, but the onslaught of a tyrannical power upon a number of sovereign and independent communities. Mr. Pendleton's position would have been unassailable, taken by itself, or even taken in conjunction with the Chicago platform. But, unfortunately, Mr. Pendleton, always—and consistently—a man of peace, was coupled with a man whose only record and repute were those of the chieftain and the man of war. He had a strange and anomalous part to fill. The olive branch was in *his* right hand, but in the right hand of his chief was the double-edged sword, ready to smite and to slay. For this awkwardness of situation Mr. Pendleton cannot properly be blamed. He would rather have seen the party ticket headed with the venerable Statesman of Wheatland than with the most formidable of the military engineers that dug Lee and his men out of Yorktown with dirt shovels.

To-day Mr. Pendleton stands true to himself and to history. A war which he deemed iniquitous while it was yet going on, he stamps with infamy now that it is ended. The debt incurred in carrying on that war Mr. Pendleton is too select in the use of his phrases to call spurious. He uses language too correctly to imitate his former colleague, Mr. Vallandigham, and declare broadly for repudiation. But Mr. Pendleton—representing as he does not the Ohio Democracy alone, but the entire remnants of the Chicago Peace Party—declares, with far more insidious power than Mr. Vallandigham, for a policy leading ultimately and surely to repudiation. Thus daintily does Mr. Pendleton present his scheme:

> "The amount of unfunded debt has been estimated at $900,000,000. If this shall be converted into bonds the interest will amount to forty-eight millions in gold, and this sum will be added to the expenditures. In the meantime the number of National Banks will be increased, and the place of the greenbacks supplied by bank currency. Our Government pays a higher rate of interest than any in Europe. Every dollar of its indebtedness is to be made to pay that rate, and no provision whatever is made for its redemption. This process should cease instantly. These forty-eight millions annually should be saved. The five-twenties should be paid in greenbacks as they mature, or as fast as can be done without too great derangement of the currency. Nearly four hundred millions of them are deposited by the banks as security for their circulation. These can be redeemed without adding one dollar to the currency. The interest on these bonds amounts to twenty-four millions of dollars annually. Add this sum to the forty-eight millions above spoken of, and we have seventy-two millions in gold. Create this into a sinking fund and you can pay the whole debt in sixteen years, without adding a dollar to your taxes or increasing your circulating medium. But the condition of the country could bear an increase in the currency. The ravages of war at the South—the destruction of capital there, the loss of houses, horses, cattle, agricultural implements, the scarcity of provisions, the enfranchisement of the negro, the importance of setting the whole population to labor at once—create a demand for more currency. Every interest there would be advanced by the stimulating effects of an enlarged currency. As fast as this increase could be wisely made the bonds should be redeemed—the interest should be reduced, and the amount thus saved be added to the sinking fund.

Carefully as this project is outlined, it resolves itself into a proposition—as any one can see—to break faith with the public creditor. It lacks coherence, certainly. But its bearing cannot be misunderstood. We borrowed disadvantageously, (is the sum of Mr. Pendleton's argument,) — we borrowed at usurious rates—we borrowed when we were in straits, and when the South had a strong army in the field—we pay for our borrowings more than any Government in Europe; we contracted our obligations in an unholy cause —let us issue more paper money to pay off our bonds therewith—run up the price of gold one hundred per cent., and get rid of our creditors at fifty cents on the dollar. The atrocious iniquity of this proposal is just about paralleled by its madness. Every dollar that is now added to the currency above the legitimate requirements of trade is so much of an additional tax upon our own industry. We give the public creditor less than his due, but at the same time we only enrich ourselves with so many Government notes-of-hand in the shape of a depreciated currency. The morality of the proposal, even if every Government bond were held here, *could* only be defended and is only likely to be defended by those who believe the war for the maintenance of the Union to have been a crime, or, according to the Chicago platform, "*a failure.*"

The false economy of Mr. Pendleton's proposition, even if its morality could be defended, we should hope the more sensible leaders in his own party would perceive. And yet, this is by no means so certain. The political managers who could only see defeat and disgrace for the national cause two months after the glorious victories of Gettysburgh and Vicksburgh, can hardly be reckoned on where political forecast or even ordinary judgment comes into account. Mr. Pendleton, speaking, we assume, for his party, has patched up the peace platform of 1864. If he stands as the party leader on that platform, he will probably do as well as he did before. He will certainly do no better. Those who loyally sustained the Government during the war will as surely maintain the credit of the Government, now that the war is over.

MINOR TOPICS.

The Cable tells us, on the authority of the official Vienna *Gazette*, of a possible alliance between Austria and France, "in case a treaty of alliance should be made between Prussia and Russia." In this latter *if* lies the kernel of the question, and for ourselves we find it difficult to see any ground as yet for the hypothetical treaty between Berlin and St. Petersburgh. A "cordial understanding" undoubtedly there is, but cordial understandings are wont to dissipate like morning mist, and are really but a diplomatic euphemism to express a state of existing peace. An *entente cordiale* between Paris and St. Petersburgh is quite as likely to be a feature in the grand strategy of the year 1868 as an alliance between Russia and Prussia. Napoleon and the Czar met lately in Paris, and passed through a mixed career of pleasure and peril, which bent upon them all men's eyes. Could these astute sovereigns have alone been blind to the momentous thought which came to the minds of all beholders? That thought ran simply thus: That in the single carriage into which Berezowski fired sat the arbiters of the Eastern Hemisphere. It was not a question regarding Europe alone—the larger half of the globe was controlled by the two men who sat there. Above all, they were men dissatisfied and greedy, as monarchs usually are—the one fixing his eyes upon the Danube, the other upon the Rhine. United, what Powers combined from all three Continents could resist them? Is it essential that, with such advantages from alliance, Napoleon and the Czar would separate for the purpose of forming hostile leagues with lesser Powers? That might be if the interests of France and Russia were so essentially inimical that neither could suffer the other to grow greater. But such is not the case. Russia could encroach upon Turkey, and France upon the Rhenish provinces, and neither interfere with the other.

The recent contribution of Thomas Carlyle to *McMillan's Magazine* under the title of "Shooting Niagara: And After?" gives utterance to no idea whatever that Mr. Carlyle has not iterated a hundred times before. It only shows that he is furious and scornful as ever against so-called English Reform and American "Niggerism," against Falsehood, Hypocrisy, Sham, and the Devil, against struggling mobs and feeble rulers, against imbecility and mankind, and that still, as ever, he worships the Strong, the Wise, the Executive, the Noble, and the Kingly. It is the latest of the "Latter Day Pamphlets," of which we got several installments in 1850, and recites in the old style the ideas which can be found on any page of his voluminous writings.

We should like very well if we could engage as special correspondent one of the Sioux or Cheyenne redskins who are now on the war-path near the line of the Pacific Railroad. We should like to get *their* accounts of the military operations of which we get so many accounts from our own side. We have had a conversation with a gentleman who has just returned from the Plains, where he had an opportunity of witnessing and suffering from the Indian warfare, and the statements he makes have amazed us not a little. It is but small parties of Indians—parties of from ten to fifty or a hundred—who are operating upon the Platte; but our informant describes them as carrying on the wildest revelries that were ever enacted upon the Great Plains. Their plundering of trains, stampeding of cattle, scalping of travelers, skirmishing with troops, assaults upon camps, &c., &c., are carried on with an impunity that has made them perfectly reckless. The assault upon the train and the massacre at Plum Creek (of which we had an account in yesterday's Times) is characterized as a great affair for the savages. They have almost everything their own way in most localities, and our troops have a hard time of it. Our judgment is, that Gen. Sherman ought at once to conclude a peace with the savages "on the best attainable terms."

The Chicago *Evening Journal* tells us that the Chicago *Times* is to be bought out "on the ground that it is damaging to the Democratic Party." Possibly this may be the mischievous thrust of a local rival; but at all events it is amusing. Such a "political organ" must be like the old "Queen's arm," which used to kick so that its recoil was worse than its discharge, and did more execution among its friends than against its enemies. It suggests, too, a new way for an enterprising journalist to "raise the wind." That is, to start a paper in defence of some political party—no matter what—and, while doing no hurt to the opposition, conduct the warfare in such style as to damage its own party. Then, as in the present case, it can put its own value on the extent of its (detrimental) services, can demand a high sum for the sacrifice of being bought out. *Punch* once gave us a famous picture of an organ-grinder, who being furnished by the tortured owner of the house he was serenading with a sixpence and a request to move on, positively declined to go under a shilling, adding an indignant interrogatory whether he was not supposed to "know the vally of peace and quietness." On the same principle, let the Chicago *Times* show the Democratic Committee, from the evidences of its own files, the havoc it has made in Democratic ranks. Let it point to how it has invariably, when aiming its blunderbuss at the Republicans, so overloaded it as to burst the weapon and scatter destruction and confusion in its rear. Let it, in fine, threaten worse panic, in future, by an increase of zeal in behalf of Democracy, and the purchasers will have to come down with a good round price. In these modern days we utilize our losing qualities as well as our winning.

A most admirable step has been taken by Mr. Frederick Jones, of Boston, who has placed the sum of $15,000 at the disposal of the Trustees of the Andover (Mass.) Theological Seminary, to enable them to appoint and sustain a suitable teacher of elocution. If there is any one thing that theological students need in this day and generation it is a practical knowledge of how to speak to the public. Pulpit oratory may not be altogether the most important part of a clergyman's duties, but it is certainly that by which he is best known, and by which his influence is either extended or limited. Most of our clergymen are notable examples of atrociously bad elocution. Lawyers, politicians, all other men whose profession it is to talk to the public, and many who have no profession, far excel the average clergymen in the power of speech to stir men's blood; whereas, from their own standpoint of the importance of their subject matter, they should stand first and foremost. One great obstacle to their power is the abject slavery in which they are bound to their notes; another is the conventional tone which they seem to think it necessary to assume the instant they pass behind the "sacred desk;" but we do not intend to write an essay on pulpit elocution. Any man who has at heart the advancement of the church in the world can show it in no more sensible way than by providing for sound elocutionary instruction in the seminaries which turn out young men to advocate the principles and practices of the Christian religion.

Everything touching the canals is of interest in these days, for, although they are slow when people want to travel, the produce forwarders find their gentle speed quite sufficient for supplying the markets, and their extensive use makes them an important State element. A new invention is said to have been made for propelling canal boats by steam, the novelty of which is that of applying the piston stroke directly to the paddles instead of converting the motion to a rotary one, as in side-wheel or screw; and thus losing power. Of course, to have continuous propulsive motion it is necessary to make it rotary in the water, and whether the problem will ever be solved of turning a wheel without a crank we leave to the mechanicians, who from the way they work at it evidently believe in its possibility of accomplishment. But the difficulty of steam on canals lies, not in the expense or deficiency of the power used, but in the deteriorating effect produced on the canal banks, where the water is used as resisting medium to the propeller. A boat drawn by external power makes but little commotion, but when driven by interior machinery acting on the water, its paddles send waves that wear away and destroy the banks. When our canals shall have been reinforced along the water-line with about eighteen inches of stone, as in Belgium and some parts of England, we can begin to talk about using steam instead of horse flesh—unless, indeed, we lay a track and run an engine along the tow-path.

Those who are interested in iron-clads, American shipbuilding, and the future of ocean warfare, will find a letter in this mornings' Times from our special correspondent in the *Dunderberg*, describing the voyage of that immense war-ship from this port to Cherbourg, where she was delivered to the French Government, whose property she now is. The *Dunderberg* has thus far proved herself in all trials to be all that her builder (Mr. Webb) has ever claimed for her; and her remarkable voyage across the Atlantic proves her to be possessed of qualities that few have thus far credited her with. We have no doubt that in the actual conflicts of the war for which Napoleon is preparing, the *Dunderberg*, if properly armed and handled, will display powers calculated to astonish her enemies.

Gerrit Smith seems to be very much troubled because he has been accused of complicity with the insurrectionary movement of John Brown in 1859. He confesses that he gave him, and often gave him, money to assist in running off slaves; but he avers that he gave him none whatever to assist in the memorable invasion at Harper's Ferry. Mr. Smith has sent us a document on this subject, in which he speaks with great earnestness and anxiety. We do not doubt a word of it, and we do not see how or why any man should.

AMUSEMENTS.

French Theatre.

All New-York play-goers who can appreciate a most intelligent and refined performance of one of the most arduous characters that history affords, should take the opportunity of seeing Mrs. Lander's *Elizabeth*. She played the part for the first time, last evening, at the French Theatre, and, it is to be hoped, will be able to repeat it every night during the brief period of her present engagement at this establishment. The character is one which, by dint of its very contrasts of vixenish coarseness and dignity, is apt, in any but very delicate hands, to become hard and unlovely. Mrs. Lander, without sacrificing a single item of historical correctness, or missing one of the dramatist's points, gives such force to the womanly phases of the nature as to win the sympathy of those who read the pages of Elizabeth's history with disgust. The extreme lateness of the hour at which the performance concludes prevents us entering into its details. We shall take another opportunity of reviewing it at the length it deserves. It is worthy of notice that Mr. Taylor's *Essex* received marked approbation in the *finale* of the third act, and his performance throughout was a careful study—subdued but effective. We regret the apparent necessity the establishment was under in providing stages to convey visitors to the theatre.

Encampment of Massachusetts Militia—Gen. Butler in Command.

Boston, Monday, Aug. 19.

The First Brigade of Massachusetts militia, in command of Major-Gen. B. F. Butler, goes into camp at Strawberry Hill, near [illegible] to-morrow, for five days' military duty. The [illegible] of the First and Second Batteries [illegible] artillery, the First Battalion of cavalry, [illegible] Company E, unattached cavalry of New-Bedford, the First, Third, Seventh, Ninth and Tenth Regiments of infantry, with four companies of the First, and two companies of the Second Battalion of infantry, also the Eighty-sixth unattached company of infantry. It is expected the different corps will turn out quite full, and present a fine military display.

MEXICO.

The Executions at San Jacinto, Puebla, and Other Places.

Orisaba (July 22) Correspondence of the New-Orleans Picayune.

Since the 1st of March last have been shot at San Jacinto, Puebla and other places north, Imperial officers, prisoners of war, to the number of 200. This does not include the executions at Queretaro and the capital. At these places were captured 500 officers. There is yet no published list of those who lately fell. Fourteen Generals fell into Liberal hands at Queretaro. How many of these have been shot is not known, but all will be. The public know of the Emperor's death, and of the death of Miramon, Mejia, Mendez, Costa, and seven other Generals. Cabinet officers have also been executed. In the capital the record is not yet made up. It is only known that a course similar to that of Puebla has been pursued. The same General commands. To give some idea of the proceedings in these places it will only be necessary to state that Gen. Diaz entered the capital at 9 in the morning, and at 3 in the afternoon the Minister of Justice, Tarre, and another one of the Ministers of Maximilian, were shot. No General escapes, but few Colonels, no civil officer of note, and those who are not shot suffer imprisonment from two to six years. Captains go to prison for two years. It would be safe to state that no less than 500 Imperial officers, prisoners of war, French, Austrian, Belgian and Mexican, have been shot since the 1st of March, and the work goes on yet. The butchery has been indiscriminate in many places; in Puebla not one was spared.

THE PLAINS.

Further Outrages by the Indians—Thirty Persons Reported Massacred.

St. Louis, Monday, Aug. 19.

Col. Taylor, one of the Indian Commissioners, left Omaha on Friday night for Washington, on receipt of important dispatches.

The Indians have driven off the stock from a station west of North Platte, belonging to the Union Pacific Railroad Company.

The Helena *Herald*, of the 31st ult., says a man from Vermillion reports that a band of Black Feet Indians recently massacred a party of their men at that place.

Affairs in Georgia—Gen. Pope's Letter to Gen. Grant—Murder of Judge Horne by Freedmen.

Augusta, Ga., Monday, Aug. 19.

Considerable feeling is caused here by Gen. Pope's order No. 49 and his letter to Gen. Grant. It is believed he has injured the cause of reconstruction. The press is agitating a call for a State Convention for the purpose of making an organized effort in opposition to reorganization under the Military Bill. A number of papers are in favor of calling a Convention.

County meetings are being held in Alabama to elect delegates to a Conservative Convention, which is to be held at Montgomery on the 4th of September.

The corn and cotton crops in Alabama are better than in many years past. The yield of corn is immense, and the cotton prospect is flattering. The worm, as yet, is exciting but little apprehension.

The accounts from Texas, Louisiana and Southern Mississippi are disastrous, the worms and overflow having destroyed one-half the crops.

Judge J. W. O. Horne, a prominent citizen of Sumter County, Georgia, was murdered by a party of freedmen recently. Five men have been arrested and imprisoned at Macon, four of whom confessed their participation in the crime.

A Radical or Republican organization has been established in every city and town throughout the State, preparatory to conducting a vigorous campaign in favor of reconstruction under the military bill.

Fire at Bay City, Mich.—Base-Ball Matches.

Detroit, Mich., Monday, Aug. 19.

A fire occurred, on Sunday, at Bay City, Mich., which destroyed over half a million feet of lumber on Shearer's dock. Loss, $14,000.

The play this morning at the World's Base-Ball Tournament was opened by a game between the Victorias, of Ingersoll, Canada, and the Monitors, of St. Johns', Mich. The Canadians played splendidly, and won easily, and takes the first prize.

The third-class prize of a splendid silver tobacco barrel, for throwing a ball the greatest distance, was won by Porter, of the Ionia Club; distance, [illegible] feet. The ball was afterward thrown by Hinchman, of the Detroit Club, 312 feet 2 inches, but the latter club did not compete for prizes this afternoon.

A second-class game was played between the Ann Arbor Club (seniors) and Battle Creek Club, and was won by the Ann Arbor Club by 46 to 37.

Registration in North and South Carolina.

Columbia, S. C., Monday, Aug. 19.

One hundred and thirty-one persons registered to-day, of whom sixty were whites and seventy-one were blacks.

Charleston, S. C., Monday, Aug. 19.

Four hundred and eighty-one persons registered to-day, of whom two hundred and nine were whites and two hundred and seventy-two were blacks.

Wilmington, N. C., Monday, Aug. 19.

In the First Ward to-day fifty-eight whites and two hundred and thirteen blacks were registered. The Board of Registration is refusing to allow lawyers and many others to register, who are almost universally considered entitled to registration.

Base Ball at New-Haven.

New-Haven, Conn., Monday, Aug. 19.

The base ball game for the championship, between the Pequot Club, of New-London, and the New-Britain Club, the challengers, occurred at Hamilton Park in this city to-day, resulting in a victory for the Pequots, by the score of 18 to 15. The game was very hotly contested. Over 2,000 spectators were present to witness the game. Mr. John G[illegible], of the Eckford Club, of Brooklyn, acted as umpire. The Pequots won the championship from the Charter Oaks several weeks since. Other clubs have challenged the Pequots to play for the championship.

Accident to a Picnic Party at St. Louis.

St. Louis, Mo., Monday, Aug. 19.

An omnibus containing fourteen persons, belonging to the family of D. R. Hart, while going to a picnic yesterday, upset on the railroad embankment on the opposite side of the river, and precipitated the inmates thirty-five feet into a pond. All were more or less injured.

William Aiken, a prominent citizen, died suddenly of apoplexy this morning.

Celebration of the Baltimore Scheutzen Association.

Baltimore, Monday, Aug. 19.

The annual festival of the Baltimore Scheutzen Association commenced to-day with a grand parade of the members and visiting delegations from other cities through the principal streets, thence to their park, where the festivities were commenced, to be continued during the week. 10,000 persons are on the ground to-night.

Fire at Highland Falls.

Garrison's Landing, N. Y., Monday, Aug. 19.

A fire at Highland Falls, at 2 o'clock this morning, destroyed a carpenter-shop, stable and other buildings, the property of Lawrence Miller. Loss $5,000; no insurance. The fire was the work of an incendiary. An old man named Joseph McClanan, who lived near by, died of fright.

Gen. Blunt, Quartermaster at Richmond, Relieved.

Richmond, Va., Monday, Aug. 19.

Gen. Blunt, Quartermaster-General of this district, has been relieved, and Col. J. W. Moore, of the Burial Corps, appointed to his place.

The sum of $150,000 was received here to-day, to pay the expenses of registration in this State.

A Lady Killed in a Grain Elevator at Schenectady.

Schenectady, Monday, Aug. 19.

Mrs. Donira, a resident of Glenville, in this county, while visiting Mason's grain elevator, in this city, at 2 o'clock this afternoon, had her dress accidentally caught in a swift revolving shaft, and died a few moments after being extricated.

Base Ball Match at Albany.

Albany, N. Y., Monday, Aug. 19.

The Alert Base Ball Club, of Rochester, played a game this afternoon with the Mutuals, of this city, for the junior championship of Western New-York. The score stood: Mutuals 44 and Alert 6.

Death of an Ex-Member of Congress.

Nashville, Tenn., Monday, Aug. 19.

Hon. Wm. B. Campbell, late member of Congress from this district, died at his residence in Lebanon this morning of disease of the heart.

Arrival of the Hibernia.

Quebec, Monday, Aug. 19.

The steamship *Hibernia*, from Liverpool, via Londonderry, arrived at Farther Point at 6:45 o'clock P. M. on Sunday.

NANTUCKET.

Fishing on the Banks—Skipper Burgess and His Daughter—A Nantucket Tea-Party.

Correspondence of the New-York Times.

NANTUCKET, Mass., August 18, 1867.

The weather has been intensely sultry for the past few days; no breeze on land, with thermometer ranging from 80 to 89° in the shade, and almost a dead calm at sea. People indulged in the usual lamentations and anathematized the 'weather clerk' to their hearts content. Our usual evening walk along the wharves was productive only of discomfort; if we wandered along the cliffs the persistent fog shut out the bonny prospect as well as the breeze, and it clung heavily around us as we jogged homeward.

But Saturday there was a change. Our spirits rose at the prospect of a sail. There is a strange exhilaration in the thought of 'sharking.' Our little sailboat, holding eight or ten persons, glided round the Point so easily that we felt no motion, and we soon had left it far out of sight.

The waves ruffled themselves into foam, and frolicked gleefully. The water was a clear green, with purple patches—colored by dense masses of seaweed. This susceptibility of change in color is one of the sea's fascinating mysteries. It clothes itself in brilliant apparel, of dark blue, green, purple and red, and every crested wave laughs at your surprise.

A mile or two out, we came amidst hundreds of seagulls, dipping gracefully into the water for food. Their motion was not unlike barn swallows, circling round each other and just dipping their white wings for the animalculæ on which the bluefish also feeds. "See the birds!" cried the skipper. "Cast your lines, for here we trail for fish." And leaning over the boat's edge was a row of eager faces watching our lines float out. Suddenly my line jerked violently. "I have got a bite!" "Pull in, pull in," cried the skipper, laughing incredulously, (these old sea-dogs have little faith in woman's muscular ability.) There it came in sight, now, splashing, jumping, pulling in rage at the prospect of an exchange of quarters, and was duly thrown into the tank. "Hand the eel-skins, HANDY, and let's bait the hook again," and away flew my line the second time over the water.

We passed the Island of Tuckernuck, with its scattered farm-houses. It is four miles long, and a favorite resort of picnic parties. And then we left it far behind, and landed at Muskeket, an island of sand and beech-grass at the end of the bar, from two to three miles long—the home of seagulls. They were screaming overhead in all directions, as if ill-pleased at our invasion. A hard, sand beach, barren of shells and pebbles. There is one "humane house" on it, so I wandered over the grass, growing in tall, wiry tufts out of the sand, to hunt for gull's eggs. They deposit their eggs on the sand, and hatch in June. I picked up stray eggs, bluish gray speckled with black, and one attempt at a nest—a few wisps of beech-grass arranged in a fashion at which a robin would have chirped disdainfully. Young gulls I occasionally picked up, who allowed me to stroke their soft, snowy breasts. Their bills are similar to a woodpecker's, and their feet are webbed. The cry of the young is peculiarly touching—a low moan, as if forsaken by their kind.

But our Captain is slanting the boats paddles for us to go on board, and up them we walk, looking adieu to the desolate island. The cruise has made us hungry, so the attentive skipper improvises a table out of a couple of planks, and tells us stories, seasoned with the salt of the deep. Twenty-eight years of just such daily experience! And he said he had never wearied of it. His boat is accounted the safest boat in the harbor, and it rides out the strongest gales triumphantly. I longed for his photograph as he sat—one hand on the tiller, the other supporting a huge piece of brown bread and cheese, his face comically distorted between laughter and hunger. Indeed, Capt. WATSON BURGESS' seamed and sun-browned face was outlined in *Harper's Magazine* several years ago, and he seemed not a little proud of the distinction. He observed with an inquisitive glance: "Perhaps you'll be tellin' o' this one o' these days?" I assented with another "perhaps." "Well, I don't keer" (heroically;) "I've got a daughter who is ruther penny. Them verses in last week's *Nantucket Mirror* was hers. She never's been to school a day sence she's twelve year old. And she can manage a boat as well as her father. But she's on the Cape now."

"What sort of a place is Cape Cod?"

"Prime; I come from there. Capital place to go a courting; get your breakfast and go home in the mornin.' For they bundle there you know."

"No, I don't know. I always supposed the story fiction."

"It's regular fact. I've 'bundled' many a time." But the skipper declined the fire of cross-questioning which immediately opened on him. "D'ye know," said he, a few minutes after, "how our island got its name? Ye see, an Englishman had two darters, Nancy and Marthy, in the old colony times, and he settled here, and he gave 'em the islands. Marthy had the Vineyard and Nan. took what was left. So they called it Nantucket."

"Drop the anchor quick, HANDY, we are in scupping ground;" and our boat rocked gently on the billows. "You see there are rocky strips on the bottom—we are in shallow water—and it's here only that we find scupps. They bite very gently—hold your line just over your fore-finger—and steal bait like the d—. We always bait with clams." My first bite proved to be a crab—one of the "ministers," of an enormous size—who also "steal bait." Our deceptions were numerous and laughable. We pulled in huge masses of sea-weed, but the bright, glancing fish as well.

We trailed for sharks, afterward, with bluefish bait; but, though we frequently found our bait eaten, we got no return. Some very large specimens of "maneaters" are occasionally taken off Great Point, and their jaws, with the cruel-looking teeth, decorate many a cabinet. One man on our boat exhibited his thumb which a shark had bitten quite through a few days before—a circular wound, not yet closed. "Sharking" is the favorite pastime of strangers here.

Great Point Lighthouse is nine miles from the town; the road is the worst possible for man or beast. But it is a pleasant sail thither. The keeper's salary is only $450 per annum, out of which he has to keep a horse. For the men's board whom Government sends out he is allowed only seventy-five cents per day, which he mentioned in a tone of complaint. I expressed my belief that the solitude would be favorable for study. "Oh you'd like it for a month, perhaps. But think of passing twenty-eight days without a newspaper or letter! My son has walked five miles many a day in the hope of getting a paper from some one. When we expected our daughter home the letter naming the day was thirty-six days getting to us. Yet we had occasional visitors, and glad we were to see them." He spoke in the past tense, because he had sent in his resignation; he had served six years. 100 steps lead up to the light. The lamp contains 164 pieces, and it has to be taken down and cleaned every 15 days. "They talk of putting disabled soldiers in the lighthouses," remarked the keeper. "I wonder how they'd carry down and bring up? This lamp weighs 100 pounds." He was in hopes to get transferred to Sankota Head, where the labor was not so arduous—there are only 23 steps to the lamp there, for the bank on which the house stands is 100 feet high; thus nature eases the labor of man. The lamp at Sankota is a revolving light, and is the largest on the New-England coast, throwing its light 40 miles over the sea.

The keeper's brother was commander of the "school ship," a substitute for the House of Correction. 50 boys were at present on board, who seemed vastly delighted with this means of reform. They are taught everything useful, from trades to navigation, and cruise along the coasts. In the tempest of Friday, 2d ult., the ship was severely handled by the winds, but at last got into New-Bedford harbor. Six of the young rogues were so frightened at their recent peril, that they ran away, and their Captain is at present on the Cape in full pursuit.

Very different from Metropolitan gatherings is a Nantucket "tea party."

The conclusion of our verbal invitation was worded in this wise, "Rain or shine, I shall expect you."

"And the heavens were opened, and the floods came" down in torrents on the appointed day. But, mindful of our would-be hostess' injunction, rubbers and waterproofs were pressed into service, and we reached her door drenched and breathless with combating the elements. It was a house wherein three widows of shipmasters resided. Sailors' wives and widows gradually filled the room; and of the latter class were many devoid of even the awful certainty. To watch and pray months and years after the ooked-for vessel should appear in the harbor, and gradually to change watching for weeping—this fate was theirs. The door leading to the dining-room was thrown wide upon for us to see that the table was already spread for us; it was placed cornerwise, instead of squarely in the centre. Tall glass dishes from the Sandwich Works on the main land contained biscuits; lesser glassware, also on standards, held what they denominate "hearts and rounds;" and others, still smaller, supported other edibles. The row of glass standards of differing sizes seemed to me like a prodigous advertisement of "Sandwich."

Nineteen island ladies and one ancient Captain! This is no unusual disproportion of the sexes. Straightway occurred a difficulty as our hostess rose to lead the way to the inner room. The woman who owned a husband had heard somewhere that it was a dreadful thing for one man to sup with a large number of ladies, and the atmosphere grew explosive. Pressed for particulars, she averred that the lady who sat opposite him at table or himself would "surely die before the year was out." I offered to assume the risk, but she very honestly rejoined, "It's not thee I fear for, but him." She had "never known it to fail," and her wifely care was resolved to save him.

So we marched in solid female phalanx, leaving the timid twain alone "to wait till the second table." Despairing advocate of "woman's rights," there is one place in the world where thou wilt always find an overwhelming majority!

As we sipped our tea the pair lifted up their voices in the plaintive stanzas of "The Indian Hunter" and the merrier troll of "Tib, the Gray Mare." And then the current of talk set toward events in the late war, and again our hostess regaled us:

"One night, about 9 o'clock, there was a powerful ringing of our bell. My husband went down, and I could hear talking, and occasionally, 'I'll attend to it.' I looked at JUDITH, my sister, who was present, and she looked at me; but we sat mum. Presently up came ROBERT, who said he was going out. 'Where?' said I. 'On business,' said he. 'What business?' said I. 'Thee'll not go out this night, unless thee tells me wherefore. If evil befalls us, I must know it as well as thee.' So then he answered that a suspicious vessel had been seen near the Bar, and some thought it was the rebels come to rob the bank, and so they were going to put a watch. Well, he went off. 'What shall I save?' I said, at the last moment. 'My papers,' said he. I went to work and stuffed his papers into my stockings—I had a pair that I bought out of charity, very large, and I crammed in the papers. JUDITH laughed. 'I'm thinkin' if the rebels git thee they'll get a valuable leg,' says she. 'But I'm not expecting them to get *me*,' I said, 'I shall run.' I had some large outside pockets of my mother's, long ago. I tied four of them around my waist, and stuffed in daguerreotypes and silver spoons; and when I put a large cloak over me I declare I could hardly stir I was so weighted. We sat and listened till I could bear it no longer. I thought of everything. If the rebels should get ROBERT just as he was comin' in! Perhaps they were under the windows listening! I turned down the lamp and told JUDITH not to stir. Some one tried the door. We didn't stir. And ROBERT laughed outright when he saw me sitting with my things all on, as big as a Dutch Churn. He said all was right; I could go to bed. 'Thee may, but I shall not close an eye to-night,' said I. I put an old rusty sword and blunderbuss that ROBERT brought home from one of his voyages at the head of his bed, and he went off. About 4 o'clock I got sleepy and went too; but I took good care to remove the sword. For thee knows that ROBERT might have dreamed about rebels, and then I should have got the first stroke. And so ended my fright about rebels."

"Don't you worry constantly, now that your husband is away?"

"Well, thee knows it's his business; we get used to it. If he makes as good a voyage as his last he will never go again."

Indirectly I learned that he had cleared $45,000 by that last trip to whale regions, yet was not quite content to settle on land with that.

The Captain brought out his journals one day, and very novel they looked to me, illustrated with whales spouting blood, with graphic accounts of each day's cruise; ships were drawn to indicate that they had crossed his horizon; were the whales drawn head downward it indicated that they took no oil, and the number of barrels which each monster yielded was lettered on their backs.

The Captain's wife is a thorough landswoman, who does not sympathize with that *souvenir* of past perils. She is especially exercised just now about camp-meetings, being a fervent Methodist, and is making preparations for a trip to the Vineyard.

THE CONSTITUTIONAL CONVENTION.

Fifty-third Day's Proceedings.

ALBANY, N. Y., Monday, Aug. 19.

The Convention met at 7½ o'clock.

Several memorials were presented and referred.

COMMUNICATIONS.

The President presented a communication from F. A. ALBERGER, President of the Board of Canal Commissioners, relative to breaks in the Erie Canal during the past ten years.

BANKING AND CORPORATIONS.

The Convention then went into a Committee of the Whole on the report of the Committee on Banking and Corporations, Mr. CHESEBROUGH in the chair.

The Chair stated the pending question to be on the amendment of Mr. FLAGLER, that the sale or transfer of the franchise of any railroad corporation of this State shall be void except by express consent of each stockholder thereof.

Mr. GREELEY opposed this amendment, as also the amendment of A. J. PARKER, providing that there shall be no consolidation of railroad corporations where the aggregate capital exceeds $15,000,000. We had abundant experience to show that when two railroad corporations find their interest in a certain coalition, that coalition will surely be formed. No law can prevent it. This provision of Mr. PARKER's will give no real safeguard. He objected to the arbitrary character of the provision. Why fix upon $15,000,000 in preference to any other sum. Again, he objected to the subsequent amendment providing for the unanimous vote of all the stockholders. He had known men to buy stock simply to prevent a junction, which the interests of a corporation dictated. Both propositions were objectionable, and more calculated to provoke the unnecessary hostility of some thousand votes to the Constitution. This they could not afford to do.

Mr. SILVESTER opposed the amendment. Such provisions should not be incorporated in the Constitution. The State should not be bound down for twenty years to such a policy. The whole subject should be left to the Legislature.

Mr. A. T. PARKER had heard no argument in favor of consolidation that was not already realized by the interest of connecting railroad. Passengers and freight were now transported directly from New-York to the cities of the great West. There was now no breaking of bulk in the transmission of property. Could consolidation do more? If the proposed amendment were adopted, it would remove a great source of corruption from the Legislature, and if there was any one thing expected of this Convention it was that remedies would be devised to prevent corruption. The only consolidation effected in this State was from Albany to Buffalo—the length of the Erie Canal—and that was about as much as this State could stand. The effect had been seen upon the business of the canals. Continue this consolidation 150 miles further and the canals could not stand up under it. It was the Democratic doctrine that great monopolies were not to be encouraged. Allow these corporations to consolidate and there would be an end to competition. The Hudson and Harlem Railroads were controlled by one man now. There was no competition on those routes, and hence the enormous prices for freights charged during the Winter when the river was closed by ice; but he charged that there was even a greater scheme on foot than the consolidation of the New-York Central, the Hudson River and the Harlem Roads. The scheme was to go further and include in its grasp the New-York and Erie Railroad, and thus build up a gigantic monopoly. He denied that the amendment had been proposed in the Corning interest and against the Vanderbilt interest. He could state that Mr. CORNING had no design to acquire an interest or control over any of these roads. That gentleman had retired from the head of the Central Road some years since, and had consented with great reluctance to act as a Director during the present year. He would not accept the control of that road if it was laid at his feet. He referred to the plans on foot to place the road named under the control of VANDERBILT. It was dangerous to concentrate so much power in the hands of one millionaire. He took possession of railroads not to build them or improve them, but to speculate with them in Wall-street, and thus wield a moneyed power greater than that of any monarch; a power that would prove an unmitigated curse.

Mr. S. TOWNSEND opposed the amendment.

Mr. FLAGLER's amendment was lost.

Mr. ARCHER moved to add to A. J. PARKER's amendment that no corporation shall be permitted, either by purchase or otherwise, to absorb or control any other corporation of a competing character.

Mr. GREELEY thought consolidations had brought cheap fares and cheap freights. That had been the result of the consolidation of the New-York Central, and he wished there was a consolidated line through from New-York to Chicago. He did not fear the cry of monopolies with reference to railroads. If gentlemen choose to buy railroads, others could be built. The people were not denied this right, and hence the word monopoly had no application to the subject under discussion.

Mr. ARCHER's amendment was lost.

Mr. PAIGE moved to amend A. J. PARKER's amendment so that no railroad consolidation shall take place where the aggregate capital shall exceed $20,000,000.

Mr. A. J. PARKER accepted the amendment.

Mr. ROBERTSON moved to report progress.

A division was taken on the motion, when it was ascertained that there was not a quorum present.

The President took the chair, and directed the Secretary to call the roll of delegates, and seventy-eight answered to their names.

The President announced that, there being no quorum present, he could only entertain a motion for a call of the Convention or an adjournment.

Mr. ALVORD moved to adjourn, which was carried, and the Convention adjourned to 10 o'clock to-morrow.

MR. STANTON IN BOSTON.—Hon. E. M. STANTON, late Secretary of War, now on a visit to this city, is the guest of Hon. SAMUEL HOOPER. He dined with Senator SUMNER and a few other personal friends last evening, in a very private manner, as he desired no public demonstration of any sort in his honor. Being in ill health, he wishes to be as quiet as possible, and he will to-day go into the country with Mr. HOOPER.—*Boston Traveller, Aug. 17.*

Card from Judge Holt.

To the Editor of the Washington Chronicle:

SIR: I thank you for the explicitness with which you stated, in your issue of this morning, that certain affidavits previously published in your paper, professing to expose a conspiracy against the Bureau of Military Justice, "did not constitute any part of the records of that office," were not obtained from it, "and that neither I nor any officer of said Bureau was responsible for their publication." Your statement is true in every particular. The papers referred to were never on the files of that Bureau, nor had they any connection whatever with its records; nor have they ever been under my control; nor were they published with my knowledge or consent, or after any consultation with me, or intimation to me of any such purpose.

I may add further that the declaration made that a "recommendation" for Executive clemency in the case of SANFORD CONOVER had come from the Bureau of Military Justice is untrue. My indorsement on the letter of Mr. RIDDLE was written in my own house, and signed by myself as a citizen, and had no connection whatever with the Bureau of Military Justice. It was in no sense a "recommendation," and neither contained, nor was intended to contain, any expression of confidence in the general integrity or truthfulness of CONOVER. An examination of its language will show that it was based solely on a principle of recognised public policy, as applicable to the state of facts presented by Mr. RIDDLE, (important services rendered by CONOVER in the trial of SURRATT,) to which state of facts it was strictly confined, and that it neither urged nor suggested any definite Executive action. All averments or intimations, no matter by whom made or however supported, which seek to connect me in any degree or in any way with the alleged conspiracy against the President, are wholly false, as are all insinuations that in the step I took in concert with Mr. RIDDLE I either aimed or desired to qualify CONOVER as a witness for any purpose whatever.

J. HOLT.

WASHINGTON, D. C., Aug. 17, 1867.

Capt. Orville Root not Pardoned.

The Albany *Evening Journal* declares untrue the statement that Gov. FENTON has pardoned Capt. ORVILLE ROOT, of the pirate *Rhoda G*, who was sentenced at Poughkeepsie last Summer to fifteen years in the State Prison at Sing Sing, for burglary in the first degree.

EXPLOSION OF A BOILER IN BALTIMORE.—About 6:30 o'clock on Saturday morning the steam-boiler attached to the ropewalk of Messrs. JAMES G. RAMSAY & Co., from some cause as yet unknown, exploded. A young man in the employ of the firm, named JAMES MCCARTHY, aged about 20 years, was instantly killed. CHARLES MCMAINE, a drayman, also employed by the firm, was standing some twenty feet from the boiler, and had it not been for a cart which was between him and the flying bricks, it is supposed he would have lost his life. As it was, he was blown some fifteen or twenty feet from where he stood, but fortunately only received some bruises, no bones being broken. The entire building in which the boiler was situated and about one hundred feet of the ropewalk were blown to atoms, involving a loss of some $15,000.—*Baltimore Sun, Aug. 19.*

DEATH OF A YOUNG OFFICER.—First-Lieut. J. K. HEZLEP, of the Corps of Engineers, died recently at Fort Morgan, in Mobile Bay, of yellow fever. Lieut. HEZLEP graduated with distinction at West Point in 1865, and on the 23d of June, 1865, was appointed a First-Lieutenant in the Seventh United States Infantry, and for a time commanded the post of St. Augustine, Fla. In July, 1866, he was transferred to the engineer corps, and was stationed at Fort Morgan a short time, and superintended the repairing of the fort. On the completion of his duties there he was ordered to report to Brevet Brig.-Gen. MCALLISTER, Corps of Engineers, for duty, and has since been stationed in New-Orleans. He was on a tour of inspection when he died. Young HEZLEP was from St. Peter, Minn., where his relatives reside.

OUT-DOOR SPORTS.

Base Ball.

ATHLETIC VS. UNION—THE UNIONS DEFEATED.

The home-and-home game of the match between the Athletic Club, of Philadelphia, and the Union Club, of Morrisania—laid over from last season—was played at the Union Ground, Williamsburgh, yesterday. The first part of the game was close and well played, but the Athletics took a decided lead in the fifth inning, and, being helped by the loose play of the Unions, finally won the game by a score of 23 to 10.

The Athletics and their friends, to the number of one hundred and fifty, arrived in town on Sunday night, and took quarters at the Merchants' Hotel in Cortlandt-street, where they were waited upon yesterday morning by members of the Union and other Clubs. At 2 o'clock they started for the ball grounds in several hotel coaches and other conveyances. The players donned their uniforms at the hotel, and when they arrived at the Union Ground were all in readiness to commence play. The Union players were also on hand in good season, and at 3 o'clock the game was commenced.

The crowd, although not so numerous as at the Atlantic and Mutual match, was still very large, and must have numbered between 5,000 and 7,000 persons. The prominent position taken by the Union Club by their victories over the Atlantics and Mutuals, led their friends to hope that they would prove successful in this game. But the heavy batting of the Athletics in the fourth and fifth innings seemed to demoralize them, while their fielding was marked by wild throws and failures to catch balls more in keeping with a second-rate organization. GOLDIE at first, who was laboring under the disadvantage of a sore hand, received in the Mutual match, was very unfortunate. Nearly every ball thrown to him by KETCHUM was out of his reach. In the eighth inning SMITH went to first, but he fared no better. MARTIN at second carried off the laurels, his fielding being perfect, no less than five fly-balls being to his credit, of which one in the eighth inning was a beauty, and resulted in a double play. AIKEN at short also did exceedingly well, his throwing to the first being very accurate. He captured three fly-balls in good style. SMITH and BEALS did well in the field, while AUSTIN, who led the batting score, had nothing to do at centre field. The Athletic nine is much stronger than it was last season, and their chances for the championship, when they play the Atlantics, will be better than they were last year. FISLER, at third, led the fielding score, capturing three fly balls of the eight taken by the Athletics. The in-fielding of WILKINS, REACH and KLEINFELDER was perfect—no less than fifteen players being been put out by them at first, with the assistance of FISLER. The pitching of MCBRIDE and the catching of RADCLIFF could not be improved upon—the latter being the best player in that position the Athletics ever had. The result of this game will add considerable interest to the contest to-day between the Mutuals and Athletics. It is more than likely the Mutuals will make several changes in their nine, and try the slow pitching of MARTIN for the first part of the game. We append the score:

UNION.	Outs.	Runs.	ATHLETIC.	Outs.	Runs.
Goldie, 1st b.	5	1	Kleinfelder, 1st b.	4	1
Martin, 2d b.	4	1	McBride, p.	2	4
Pabor, p.	2	2	Reach, 2d b.	5	1
Austin, c. f.	1	2	Wilkins, s. s.	1	4
Aiken, s. s.	4	0	Fisler, 3d b.	3	2
Birdsall, c.	2	3	Sensendorfer, l. f.	4	2
Ketchum, 3d b.	3	0	Berry, c. f.	2	3
Beals, r. f.	3	1	Radcliff, c.	3	3
Smith, l. f.	3	0	Cuthbert, r. f.	3	3
Total	27	10	Total	27	23

INNINGS.

	1st.	2d.	3d.	4th.	5th.	6th.	7th.	8th.	9th.
Union	1	2	3	1	0	1	1	1	0—10
Athletic	2	1	2	1	4	7	3	3	0—23

Out on bases—Union, 4; Athletic, 15.
Fly-catches—Union, 15; Athletic, 8.
Out on fouls—Union, 8; Athletic, 4.
Left on bases—Union, 8; Athletic, 6.
Passed balls—BIRDSALL, 8; RADCLIFF, 6.
Bases on called balls—Union, 2; Athletic, 6.
Umpire—Mr. GEORGE FLANLY, of the Excelsior Club.
Scorers—Messrs. SWIFT and BENSON.
Time of game—Two hours and thirty minutes.

Fires.

Last night at 11:25 o'clock, a fire broke out in the plumbing-shop of M. RILEY, corner of Thirty-sixth-street and Sixth-avenue. Supposed to be the work of incendiaries, from the fact that four men were seen to leave the place a moment before the fire was discovered. It was extinguished before any damage was done.

At 12:40 o'clock this morning fire was discovered in the grocery and liquor-store of CHARLES KOTT, on the northeast corner of Hudson and West Houston streets. The prompt arrival of the Department confined the fire to the store, but a loss of $1,000 on stock and an equal amount on the building was sustained before the flames were extinguished. The building is owned by Mr. EDWARDS, but neither he nor the proprietor of the store were on the ground, and consequently no information as to insurance could be obtained.

Suicide at the Tontine Hotel.

Yesterday afternoon Coroner GOVER held an inquest, at the Tontine Hotel, on the body of a man named GEORGE ANDERSON. By the testimony it was shown that the deceased went to the hotel on Friday but did not register until Saturday afternoon. On Sunday, between 11 and 12 o'clock, he came down from his room and inquired for a drug-store, complaining, as he had done on the previous evening, of a severe blinding pain in the head. He went out in search of the drug-store, and coming back, in about half an hour, the clerk asked him if he had found it, and he aswered that he had. He then asked for some whisky, and being told that none could be had, he asked for some ice-water which was given him. He then went up stairs and was not again seen alive. Yesterday, about 7 o'clock, the room-door was found open and ANDERSON was lying dead in bed.

Dr. JOHN W. BEACH made a *post-mortem* examination, and found traces of laudanum in the stomach, whereupon the jury returned a verdict of suicide by poison. The deceased left no effects in his room, except a small leather reticule, in which was found a six-ounce bottle bearing the label of D. W. C. MOCLOSKEY, chemist and apothecary, No. 533 Hudson-street, and the word "poison" in red ink. In the bottle was a small quantity of laudanum. In the reticule there was also a bunch of keys, a dark-handled knife, some rolls of pennies and $7 in bills and currency, but no papers by which he could be identified or his friends ascertained. He was a man apparently about 30 years of age.

GENERAL CITY NEWS.

THE FRONT-STREET FIRE LOSSES.—The following is believed to be a correct list of the losses and insurances in the Front-street fire occurring yesterday morning, as already reported. No. 13 Front-street was occupied by SHUTE & VAN PELT, and contained nearly 3,000 barrels of flour, of which 912 belonged to L. ROBERTS & Co, of No. 18 South-street; loss $10,000, insured for $14,000 in the Home and Security Insurance Companies. Messrs. BROWN & Co. had 700 barrels stored in No. 13, and sustain a loss of $5,000, fully insured in the Hanover, of Philadelphia. SHUTE & VAN PELT owned the remaining 1,400 barrels, and their loss is estimated at $10,000, upon which they are insured for $10,000 in the American Insurance Company; $5,000 in the Niagara, and $6,000 in the Continenal Insurance Companies of New-York. The building is owned by JANE MARIA HERRICK, of Lake Mahopac. Her loss and insurances could not be ascertained. Messrs. NOBLE & DOUGLASS, commission merchants, No. 11 Front-street, had their stock damaged by water; fully insured in the Home and Hanover of New-York, and Franklin of Philadelphia. This building is also owned by JANE M. HERRICK. The cellar of Messrs. RUFUS STORY & Co., corner Front and Moore streets, was filled with water, causing a damage of $30,000 to the stock of coffees, teas and spices. The roof was damaged by falling sparks. These losses are covered by insurance in the following companies: On building—International Insurance Company, $5,000; Eagle, $5,000; Equitable, $10,000. On merchandise, in the following named companies—Manhattan, $10,000; Commercial, $20,000; Mechanics', $5,000; Grocers', $10,000; Washington, $10,000; Tradesmen's, $10,000; United States, $5,000; Corn Exchange, $10,000; Long Island, $10,000; Jefferson, $15,000; American, $5,000; Empire City, $10,000. Total insurance on building, $20,000. Total on merchandise, $120,000. J. D. SHERMAN & Co., No. 31 Moore-street, sustained slight damage by water. D. P. PARKER had a quantity of flour stored in the cellar of No. 31 slightly damaged by water. Both losses covered by insurance in the Market and Traders' Insurance Companies. HERRICK & SEYMOUR, No. 29 Moore-street, flour merchants, had their stock injured by water, and the rear of the store was damaged by fire, and they lost 200 barrels flour; insured in the Corn Exchange, $7,500. The origin of the fire remains a mystery.

THE FATAL CITY CAR ACCIDENT.—An inquest was held yesterday, by Coroner WILDEY, at the Oak-street Station-house, over the remains of HENRY JANSEN, aged 4 years, who was run over and killed by car No. 60, of the Bleecker-street line, as previously reported. Officer HORBELT, of the Fourth Precinct, saw the deceased under the horses feet, and the car pass over him. The driver took hold of the brake to stop the car, which was going at about the usual rate of speed. JOHN WILSON, of No. 33 Madison-street, stood on the corner of Chambers-street and the New Bowery, and saw the deceased near by with some children playing. A woman gave them a penny apiece, when the deceased ran rapidly across the street. Soon after, a scream was uttered, and when WILSON turned round he saw young JANSEN under the horses' feet, when both the right-hand wheels passed over him. When the car stopped, deceased was under the rear platform. BENJAMIN COHEN, of No. 20 Eighth-avenue, was conductor of the car, and he stated that the car was going at a low rate of speed, they having one minute to spare. He thought that the driver did all he could to stop the car. JOHN GRAY, of No. 85 Watts-street, saw the car coming at a high rate of speed, and saw deceased running across the street in front of the car. He shouted to the driver three or four times, but the latter did not put on the brake quick enough. Some other testimony was taken though no new features were presented. After due deliberation the jury rendered a verdict of accidental death, and the prisoner was discharged from custody. DAN QUINN, a notorious Fourth Ward rowdy, managed to seat himself near the jury and pretended to act as one of them. In consequence of his persistent insolence the Coroner had the fellow thrust from the room. He has often been under arrest for assault.

A WOMAN ARRESTED FOR INFANTICIDE.—Last evening a woman named ROSSANA RUSSELL was found by Officer DICKSON, of the Eighteenth Precinct, lying drunk on the floor of her room at No. 440 East Twenty-first-street, and a dead child lying upon the table. The officer had been led to enter the room by the report brought to him by some of the inmates of the house that the woman had murdered the child by smothering it, and he arrested her, and she was locked up on that charge in the Eighteenth Precinct Station-house; but it was subsequently ascertained that there was no truth in the charge. It appears that yesterday morning she entered a complaint against her husband before Justice LEDWITH for disorderly conduct, and appeared against him at Jefferson Market Police Court and took the child with her. It died about half an hour after she returned home, most probably from the exhaustion consequent upon the exposure. The child was not her own, but one she had to nurse, the mother being a wet nurse in a family on Staten Island. The body was taken to the Morgue, at Bellevue Hospital, where an inquest will be held to-day. The officers also took to the hospital a daughter of Mrs. RUSSELL found in the room in the last stage of dropsy, thus disposing of the entire family in the various public institutions.

THE ELEVATED RAILWAY.—In consequence of the wet weather of the past few weeks work on the elevated railway, in the lower portion of Greenwich-street, has not been pushed ahead with that vigor which otherwise it would have received. Nearly all of the bases upon which are to rest the upright columns or supports have been laid as far up as Liberty-street. The next thing will be the adjustment of the supports and the laying of the rails. This done, a few days will suffice to place the cars in running order. The track will not extend, for the present, beyond Courtlandt-street, it being the intention of the Company to construct this portion of it simply as a matter of experiment. The time when this lower branch will be finished is not stated.

ACCIDENTS.—Yesterday afternoon, a little girl 4 years of age, named ANNA BROCKBERG, and residing with her parents at No. 116 Essex-street, was run over by car No. 66, of the Avenue B and Thirty-fourth-street line, in Essex-street, near her residence, and severely injured. She was taken to Bellevue Hospital.... At 4 o'clock yesterday afternoon, a boy 16 years of age, named JAMES DRISCOLL, who resides at No. 119 Division-street, was run over at the corner of Pike and Madison streets, by a brewer's cart, driven by EDMOND BANET. The boy was taken to Bellevue Hospital, and the driver was arrested by Officer LUCAS, of the Seventh Precinct,

SUDDEN DEATH.—An inquest was held yesterday, by Coroner WILDEY, over the body of MARGARET CLEMENS, a native of Ireland, and 45 years of age, who died suddenly on Sunday, at No. 24 Hubert-street. It appears that this place is a lodging-house, and the deceased came in and engaged lodging for the night. Soon after entering the house she fell on the floor, and was quite dead when picked up. Dr. WOOSTER BEACH, JR., made a *post-mortem* examination, and discovered that death had resulted from disease of the heart, when the jury rendered a verdict in accordance with this theory.

THE SUPPOSED LOSS OF A STEAMTUG.—The supposed destruction of the steamtug *Adelia* by explosion turns out to have been an error. It appears that the steamtug in going down the bay was run into by a schooner, which carried away the tug's pilot-house. It being dark at the time, the crew did not wait to pick up the remains of the pilot-house, but returned to the City. Nothing having been heard of the crew or the accident, and the fact of her pilot-house having been picked up by another tug, gave rise to the supposition that she had blown up.

THE PEACH MARKET.—For the week ending Saturday, at Noon, there were brought to this City 250,000 baskets of peaches, about 200,000 of which were transported over the Consolidated Companies' route to Jersey City. On the latter route were brought into New-York the following daily transportation of the past week: Monday, 30,000 baskets; Tuesday, 50,000; Wednesday, 34,000; Thursday, 32,000; Friday, 26,000; Saturday, up to Noon, 28,000 baskets. The season has been unfavorable to the crop, and prices vary considerably.

HARLEM BRIDGE.—An ordinance having passed the Board of Supervisors making an appropriation for the completion of Harlem Bridge as provided by Tax Levy, the Mayor, before approving the same, addressed letters to the Harlem Bridge Commissioners and to the contractor for building the bridge, inquiring how long it would be, if he approved the ordinance, before the bridge would be thrown open to the public. Having received replies from both that the bridge would be thrown open within thirty days, he has approved the ordinance.

SUPPOSED LARCENY.—Yesterday afternoon, a boy named CHARLES S. BLIZZARD was sent by his employers, SEHMAN & PESSELS, to the Importers' and Traders' Bank with a check for $150 to get the money, which he did, but did not return. The employers lodged information of the affair at Police Headquarters, alleging that the boy had made off with the money.

THE STATEN ISLAND SHORE RAILROAD.—The work on this road is progressing. The contractors have commenced operations at Howland's Hook, and will be able to make a connection in the Fall. A demand for building lots along the route is already springing up.

DEATH OF MR. H. B. CLAFLIN, JR.—This gentleman died at his father's Summer residence, Fordham Heights, on Sunday. Although only twenty-five years of age, he had for some years been the foreign partner of Messrs. H. B. CLAFLIN & Co., residing in Manchester, England.

FUNERAL OF GOV. WRIGHT.—The funeral services over the body of EX-GOV. JOSEPH A. WRIGHT, late Minister at the Prussian Court, will be held at St. Paul's M. E. Church, Twenty-second-street and Fourth-avenue, on Thursday next, at 3 o'clock.

DEATH OF A POLICEMAN.—Yesterday afternoon, at 5 o'clock, THOMAS COUGLIN, a Policeman of the Fourteenth Precinct, died at his residence, No. 229 Hendricks-street.

PERSONAL.—HUGH J. HASTINGS, Esq., editor of the Albany *Knickerbocker*, and family, leave for Europe on Wednesday next.

MINOR ITEMS.—EDWARD JACKSON, aged eleven years, was kicked by a horse on Sunday, at the corner of Eighth-avenue and One Hundred and Twenty-fourth-street, having his skull fractured. He was carried home to Seventh-avenue, near One Hundred and Twenty-third-street. ....A rabid dog was killed yesterday by Officer VAN RAUST, of the Seventh Precinct, in Water-street. He had bitten a boy....THOMAS MEEHAN, driver of an ice-cart, was run over by his own vehicle, and severely injured. He was taken home to No. 229 West Twenty-seventh-street....THOMAS BENNETT, of No. 511 Seventh-avenue, and JAMES EASTON, of No. 134 Eighth-avenue, painters, fell from a scaffold at the church in Twenty-third-street, near Seventh-avenue, being severely injured. Both men were taken home.

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THE NEW-YORK SEMI-WEEKLY TIMES is published THIS MORNING, and may be had at the counter of the publication office in wrappers ready for mailing. Price FIVE CENTS. In addition to the latest general intelligence by telegraph up to the moment of going to press, there will be found in the current number the fullest Washington news. European news, with graphic letters from our correspondents in London and Paris, giving the tone of public feeling abroad, is made a special and permanent feature. In addition to Editorials on all the current topics of the day, the SEMI-WEEKLY TIMES has a page of carefully prepared commercial matter, giving the latest financial news and market reports; items of agricultural and domestic interest, specially prepared for the TIMES by a practical agriculturist; and marriages and deaths of the week.

The "SEMI-WEEKLY RECORD," or news summary—being a careful synopsis and digest of the news of the day, is alone worth double the subscription price to the paper, as it preserves in a condensed and conveniently classified form all news of interest, and must prove valuable as a record to all time.

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DIED.

BENJAMIN.—On Sunday, Aug. 18, BELLE F., daughter of Gabriel P. and Josephine Benjamin, aged 2 years and 2 months.

The relatives and friends of the family are respectfully invited to attend the funeral this, (Tuesday) afternoon at 2 o'clock, at No. 267 West 40th-st.

BOWDEN.—At Cedar Grove, Caldwell Township, N. J., on Monday, Aug. 19, MARY, relict of the late John Bowden, in the 75th year of her age.

Her friends and relatives are invited to attend her funeral at her late residence, on Wednesday, the 21st inst., at 2½ P. M.

BRADFORD.—On Sunday, Aug. 18, at 6 A. M., HANNAH J. BRADFORD, wife of Richard J. Bradford, and daughter of Lambert S. Beck, deceased, formerly of Washington City, aged 31 years, 4 months and 2 days.

☞ Baltimore and Washington papers please copy.

BULL.—On Sunday afternoon, Aug. 18, FRANCIS T., only child of Alfred M. and Margaret R. Bull, aged 10 months and 9 days.

The friends of the family and of his grandfather, John B. Bull, are invited to attend the funeral on Tuesday afternoon at 3 o'clock, from the residence of Mr. R. Gardner, Washington Heights. Hudson River Railroad trains leave 30th-st. for 152d-st. station at 2 o'clock P. M.

CLAFLIN.—On Sunday, Aug. 18, H. B. CLAFLIN, Jr., aged 25 years, of the firm of H. B. Claflin & Co.

Funeral at the residence of his father, Fordham Heights, this day, (Tuesday,) at 3½ P. M. Harlem train leaves 26th-st. at 2½ P. M. Carriages in waiting at Fordham depot to go and return from the house.

CONKLIN.—Suddenly, on Saturday evening, Aug. 17, at his residence, Cornwall, Orange County, N. Y., PETER E. CONKLIN, M. D., in the 58th year of his age.

☞ Elmira and Poughkeepsie papers please copy.

CARSON.—At Cape May, on Monday, Aug. 12, JOSEPH CARSON, of Baltimore, in the 41st year of his age.

CHAMBERS.—On Friday, Aug. 16, at Saratoga, Miss EMMA C. CHAMBERS, daughter of Thomas Chambers, Esq., of the City of New-York.

The remains will be taken to Greenwood Cemetery for interment.

DEUSCHER.—At Elizabeth, N. J., on Monday, Aug. 19, KATE NEVILLE, infant daughter of T. J. and B. M. Deuscher, aged 7 months and 25 days.

Relatives and friends are invited to attend her funeral. Carriages will be in attendance at the depot of Central Railroad of New-Jersey, foot of Liberty-st., on the arrival of the 1:50 train on Wednesday, Aug. 21.

HOTCHKISS.—The funeral of THOMAS H. HOTCHKISS will take place this day, (Tuesday,) the 20th inst., at 2 P. M., from Christ Church, Bedford-av., Williamsburgh.

HALL.—On Monday afternoon, Aug. 19, of cholera infantum, LEWIS WATTS, youngest son of J. Edwin and Catharine Hall, aged 6 months and 2 days.

Funeral from the residence of his grandfather, John Hall, No. 58 North Oxford-st., Brooklyn, at 2½ P. M., on Wednesday, the 21st inst. Friends are invited to attend without further notice.

LOCKWOOD.—Suddenly, at Usquepaugh, R. I., on Saturday, Aug. 17, WILLIAM L., son of E. S. Lockwood.

The relatives and friends of the family are invited to attend the funeral from the New-London boat, Pier No. 39 North River, foot of Vestry-st., where carriages will be in waiting at 10 o'clock this A. M. The remains will be conveyed to Greenwood for interment.

☞ Cincinnati papers please copy.

ROUNDS.—On Sunday, Aug. 18, GEORGE BERTRAM, son of O. Jerome and O. Lucinda Rounds, aged 9 months.

Funeral on Wednesday at 2 P. M., from his father's residence, Monroe-st., between Franklin and Classon avs., Brooklyn.

RITCH.—At Stamford, Conn., on Monday, Aug. 19, JOHN WOODFORD, son of Thomas G. and Maria E. Ritch, aged 1 year.

The relatives and friends of the family are invited to attend the funeral on Wednesday, Aug. 21, at 2 o'clock P. M., from the residence of his father, Atlantic-st., Stamford.

SANDS.—At Saratoga Springs, on Monday, Aug. 19, JESSIE M. SANDS, No. 177 Avenue C, New-York.

Particulars in to-morrow's papers.

SULLIVAN.—At Hyde Park, Dutchess County, N. Y., on Saturday, Aug. 17, GORDON, infant son of James and Catharine A. Sullivan.

WRIGHT.—On Sabbath evening, Aug. 18, in the 44th year of his age, WILLIAM WRIGHT, of the firm of Robert L. Maitland & Co.

The relatives and friends of the family are invited to attend the funeral from his late residence, at White Plains, on Wednesday, the 21st inst., at 12 o'clock. A train leaves Harlem Depot, 26th-st., at 10:30 A. M.

NEW-YORK, Aug. 17, 1867.

The funeral of Gov. JOSEPH A. WRIGHT, of Indiana, late United States Minister to the Court of Berlin, will take place at St. Paul's Church, (corner of 22d-st. and 4th-av.,) New-York, on Thursday next, 22d inst., at 3 P. M.

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D. L. ROSS,
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THE HAUNTED HOUSE AT WATERTOWN.
ILLUSTRATIONS—The Haunted House—Up the Stairs—The Ghostly Carriage.
A PLEASANT MORNING.
THE YANKEE BEFORE THE THRONE.
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THE KING.
EIGHT CASTLES IN SPAIN.
PAIRING OFF.
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HELD BY A THREAD.
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MISCELLANEOUS.

THE
UNION PACIFIC RAILROAD.
THE FIRST MORTGAGE BONDS,
INTEREST
SIX PER CENT. IN GOLD,
Are offered for the present at Ninety Cents on the Dollar and accrued interest at Six per Cent. in Currency from July 1.

The Company would state that their work continues to be pushed forward with great rapidity, and

425 Miles West from Omaha are now in operation,

and stocked with locomotives, cars, and all the appurtenances of a first-class road.

The amount already paid in by stockholders of the Company is $5,000,000.

The aid received from the United States Government in constructing this portion of 425 miles is:

1. A DONATION of 12,800 acres of adjacent lands to the mile (nearly all very valuable) amounting to.............. 5,440,000 acres.
2. United States Six per Cent. Currency Interest Bonds, which are a second lien, at the rate of $16,000 to the mile, amounting, for 425 miles, to...... $6,800,000

The amount of the Company's own First Mortgage Bonds on 425 miles is.......... $6,800,000

It will be seen that, *exclusive of the land grant*, the First Mortgage Bonds represent only about *one-third* of the value of the property on which they are secured. The Company is also restrained by its charter from issuing its bonds except as the work progresses, *and to the same amount on the various sections as are issued by the Government.* The mortgage which secures the bondholders is made to Hon. E. D. Morgan, United States Senator from New-York, and Hon. Oakes Ames, Member of the United States House of Representatives from Massachusetts, as Trustees, who alone can issue the bonds to the Company, and who are responsible for their issue in strict accordance with the terms of the law.

A statement of the earnings for the last quarter will be published in detail at an early day; but the accounts are already sufficiently balanced to show that the net amount is much greater than the gold interest on the bonds that can be issued on the length of road operated. It should be remembered that these earnings are only upon a *way business* in a new and undeveloped country, and are no index of the vast traffic that must follow the completion of the whole line to the Pacific in 1870. These facts are only intended to show that these bonds are strictly one of the safest as well as one of the most profitable securities, and are fully entitled to the confidence of the public. The Company make no appeal to the public to purchase its bonds, as the daily subscriptions are large, and fully equal to their wants.

Many parties are taking advantage of the present high price of Government stocks to exchange for these Bonds, which are over 15 per cent. cheaper, and at the current rate of premium on gold, pay

OVER NINE PER CENT. INTEREST.

Subscriptions will be received in New-York at the Company's Office, No. 20 Nassau-street, and by
CONTINENTAL NATIONAL BANK, No. 7 Nassau-st.,
CLARK, DODGE & CO., BANKERS, No. 51 Wall-st.,
JOHN J. CISCO & SON, BANKERS, No. 33 Wall-st.,
HENRY CLEWS & CO., BANKERS, No. 32 Wall-st.,
HEDDEN, WINCHESTER & CO., No. 69 Broadway,
and by BANKS AND BANKERS generally throughout the United States, of whom maps and descriptive pamphlets may be obtained.

JOHN J. CISCO, *Treasurer*, New-York.

AUG. 15, 1867.

DR. E. BUNFORD LIGHTHILL,
NO. 166 FIFTH-AVENUE,
(Between 21st and 22d sts.,)

Consultations on diseases of the THROAT and LUNGS, CHRONIC CATARRH in all its forms, IMPAIRED HEARING and SIGHT, and all CHRONIC and OBSCURE DISEASES.

RECEPTION HOURS FROM 9 A. M. TO 3 P. M.

SUSPENDED ANIMATION.

When the powers of life are suspended from any cause, whether it be a blow, a fall, a fit, a sudden rush of blood to the brain, a sun-stroke, suffocation or partial drowning, *instantly* administer RADWAY'S READY RELIEF, inwardly, and apply it to the spine, persisting in the treatment until animation is restored.

Price 50 cents per bottle. Sold by druggists.

DR. J. H. SCHENCK, OF PHILADELPHIA, will be at his rooms, No. 32 Bond-st., New-York, professionally, every TUESDAY, from 9 A. M. to 3 P. M.

WRAPPING-PAPER FOR SALE.—OLD copies of the *New-York Times* can be had at the counter of the *New-York Times.* Price, $1 per hundred. Also, old exchange papers. Price. 50 cents per hundred.

GREAT REDUCTION IN PRICES.
UPHOLSTERY GOODS,
LINENS,
MOSQUITO CANOPIES,
SLIP COVERINGS.
WALRAVEN, No. 686 Broadway, below 4th-st.

DR. KENNEDY'S
DIARRHŒA CORDIAL.
ONE BOTTLE WILL CURE.

Every traveler, by land or water, should have a bottle of it.
Every family, in sickness or in health, should have a bottle of it.
It will cure simple Summer Complaint.
It will cure Diarrhœa.
It will cure Dysentery.
It will cure Griping of the Bowels.
It will cure Cholera Morbus.
It will restore the tone of the bowels when reduced with a looseness of any kind.
Full directions are given with each bottle how to manage all diseases occasioned by a looseness of the bowels. Manufactured by DONALD KENNEDY, Roxbury, Mass. Price $1. For sale by Demas, Barnes & Co., No. 21 Park-row, F. C. Wells & Co., No. 196 Fulton-st., and C. N. Crittenton, No. 38 6th-av., New-York.

CRESYLIC SOAP.
(PATENTED.)

A *perfect disinfectant* and valuable for laundry purposes, washing quicker than ordinary soap, and bleaching clothing perfectly white, without injuring the fabric. Manufactured solely by JAS. BUCHAN & CO., No. 190 Elizabeth-st.

A DAY IN THE COUNTRY.—VISIT THE Irving Memorial Fair at Tarrytown, Westchester County, open Tuesday, Wednesday, Thursday, Aug. 20, 21, 22, from 4 until 10 P. M. Trains leave 30th-st. by Hudson River Railroad at 2, 3:30, 4:15, 4:30, 5, 5:30, 6:30, P.M. Steamers CHRYSTENAH at 3:30, from foot Harrison-st., and SLEEPY HOLLOW at 4, from foot Warren-st., giving time to drive through Sleepy Hollow, visit Sunnyside and the Fair, and return to the City by the 9:28 P. M. train.

WITH A BOX OF PHŒNIX DISINFECTANT you can stop bad smells and noxious gases. CHEAP! DURABLE!! INSTANTANEOUS!!! AGENCY, NO. 34 DEY-ST.

LYON'S MAGNETIC INSECT POWDER.—The original and only genuine. Sure to kill roaches, bed bugs, moths and all insect vermin. Free from poison. Depot at BARNES', No. 21 Park-row.

A CARD.—MOURNING GOODS OF EVERY DEsirable kind, constantly on hand, at JACKSON'S mourning-store, No. 551 Broadway, opposite Tiffany Co.'s. Prices very reasonable.

LOCAL INTELLIGENCE.

The Up-town Movement—Changes in Union-square, St. John's Park, and other Localities.

The steady encroachments of trade on the quiet precincts of Union-square, although frequently adverted to by the Metropolitan Press, have at length assumed such wide proportions as to warrant the belief that the time is much nearer than many have supposed when the entire neighborhood will be given up to mercantile purposes. The changes which have taken place within the past six months are numerous and striking, and cannot have failed to impress a constant observer of City events of the rapidly increasing growth and importance of the metropolis. These changes consist mainly in the transforming of residences into places of business. It would seem that the square, once the favorite abiding place of our most affluent citizens, has lost all its attractions as a place of residence.

On the Fourth-avenue side, the work of tearing down, repairing and refitting buildings is going on vigorously. In some instances the transforming process is still going on, while in others the work is completed, and the buildings are in possession of their new occupants. The same remark applies to the houses on the Broadway side of the square, with the additional observation that this being naturally the more popular of the two sides, the changes and improvements there have been pushed forward with increased zeal. On the north and south sides of the Park, changes are also witnessed. Thus far these refitted buildings appear to be monopolized by tailors and piano-forte dealers, with one or two grocery stores. On the west side is a mineral or spa water manufactory. A year or two hence we shall doubtless see an unbroken chain of stores on either side of the Park. Whether these changes will materially affect the patronage of the hotels in the immediate vicinity, time will determine. The general disposition of hotel keepers to locate in sections of the City within convenient distance of the Central Park is an indication of the gradual disappearance of many of the down-town hotels, including, of course, the Union-square hotels. That they have seen their best days few will venture to question. There was a time when merchant buyers thought the St. Nicholas and Metropolitan to be altogether too far up town to suit their business convenience, but now they make no complaint at going up to the Fifth-Avenue, and other hotels in the same neighborhood, to secure quarters.

The effect of the changes at Union-square is extending to the streets on either side. Irving-place, for instance, which at one time was a highly fashionable locality, is now being turned over to boarding-house keepers. A few stores have also made their appearance on the street, and, as these increase in number, genteel boarders will seek accommodations in other localities. New-Yorkers are already aware of the invasion of traders on the domestic peace and happiness of Fifth-avenue. They have not yet made any determined attempts to settle in the upper sections of the avenue, but in the lower section they may be said to be firmly established. University-place, too, affords evidence of the encroachment of trade in compelling residents to remove to other localities. Countless stores line either side of the street, and buildings for heavy manufacturing purposes are in course of construction. In fact the whole neighborhood of Union-square is destined to become, in a remarkably short time, a business mart. It is unpleasant to contemplate the fact that the Park itself must eventually disappear. The Battery, it will be remembered, was a favorite parade-ground not many years ago, but judging from its present appearance, a stranger could scarcely realize the change that has actually taken place. In going up Broadway we come to the City Hall Park, but the interest attached to that place as a parade-ground has long since ceased. It is now used by the public as is any other common thoroughfare to facilitate travel between various points. No one thinks of using it as a promenade. At night the place is shunned by respectable people, they preferring to go out of their way to reach Broadway and Park-row rather than cross a park which has the reputation of being infested by pick-pockets, thieves, ruffians and degraded females. Further up town, but a little distance off from Broadway, is what has once been known as St. John's Park. The large railway buildings which now cover the grounds have destroyed, of course, all traces of its former romantic beauty.

In view of the fate that has attended the parks in the lower sections of the City there is some ground for believing that Union Park will ere long disappear. As the buildings surrounding it are occupied more and more for business purposes the attractions of the Park will gradually fade away, and it will be left to take its place among the things of the past.

New Buildings in Brooklyn.

The following is a statement of the number of buildings erected in Brooklyn during the year ending on the 1st of the present month, with their value:

	No.	Value.		No.	Value.
1st Ward....	5	$53,000	11th Ward....	16	$51,000
2d Ward.....	1	3,000	12th Ward....	27	60,600
3d Ward.....	14	111,000	13th Ward....	14	140,000
4th Ward.....	3	6,000	14th Ward....	12	18,000
5th Ward.....	4	65,000	15th Ward....	43	63,000
6th Ward.....	30	164,500	16th Ward....	87	131,000
7th Ward....154		294,000	17th Ward....148		257,000
8th Ward....270		496,000	18th Ward....112		60,000
9th Ward....354		740,000	19th Ward....110		273,000
10th Ward....113		178,000	20th Ward....122		412,000

Making the total increase to the value of taxable property in Brooklyn last year $3,565,500. In 1864 the total number of new buildings erected was 709, value $1,531,100; 1865, 696 new dwellings and 25 factories, value $1,844,200; 1866, 1,049 new buildings and 19 factories, value $2,629,000.

The Slaughter Houses.

To the Editor of the New-York Times:

An injunction was granted by the Supreme Court some time since restraining the Health Commission from removing slaughter-houses in this City. The matter was argued and a decision expected in July, but finally reserved for the 15th of August; but none has yet been made. Can you, Mr. Editor, give us light on the subject?

Yours, WM. SMITH.

NEW-YORK CITY, Aug. 19, 1867.

P. S.—The stench in Eldridge and Allen streets, near Stanton is almost intolerable.

POLICE COURTS.

THE TOMBS—KELLY AND HOGAN, JUSTICES.

ANOTHER ARREST IN THE ROYAL INSURANCE BOND ROBBERY CASE.

Some days ago Justice HOGAN granted a warrant for the arrest of DAN NOBLE, on a charge of being concerned in the theft of $200,000 worth of bonds from the office of the Royal Life Insurance Company, No. 56 Wall-street, in the month of December, 1866. Detective BARKER, of the Fifteenth Precinct, received the warrant, and proceeded to Elmira, N. Y., where he found NOBLE on Sunday, in possession of an elegant residence, for which he had paid the sum of $9,000, about six months ago. When informed why he was arrested, NOBLE professed to have no knowledge of the robbery, and expressed a willingness to proceed to New-York City for examination. NOBLE is a married man, with five children, and was formerly a butcher in this City, though he has recently taken great interest in trotting horses, having a valuable stud of such animals in his stable, near Elmira. When arraigned before the magistrate the accused stated that he had not consulted with his counsel, and requested time to prepare his defence. The case was accordingly adjourned until noon to-day, a temporary commitment being granted in the interum. NOBLE had $1,000 in cash in his possession when arrested.

FULLY COMMITTED.

Justice HOGAN held an examination yesterday in the case of JOHN FRAME, arrested on a charge of having stolen $1,100 from the safe of his employer, Mr. GEO. FARMER, of No. 77 West Washington Market, as already reported. The defence not being able to disprove the testimony of the night watchman, and the prosecution having produced corroborative evidence, the prisoner was declared fully committed for trial in default of bail.

LARCENY OF PIPES.

JACOB DAVIDSON, of No. 41 Liberty-street, caused the arrest of PEDRO CASTEMADA, a native of Cuba, on a charge of having stolen from his store a quantity of meerschaum pipes, valued at $500. The theft was committed in the usual shoplifting way, and on his being arrested, PEDRO denied all knowledge of the pipes. Justice KELLY committed the accused for trial at the General Sessions.

JEFFERSON MARKET—LEDWITH, JUSTICE.

INNOCENT OR CLUMSY.

Mrs. MARIE FREDERICKS, residing at No. 127 West Twenty-ninth-street, deposes to the loss of a diamond ring, valued at $200, and says that on Sunday morning her domestic, LOUISA HAFFEMAN, called her down from her room, saying the baker wished to see her. Mrs. FREDERICKS went down stairs, locking the door after her, and leaving the ring in a wardrobe in the room. In a few moments she sent LOUISA up to the room with the key to get her a dress. In about five minutes afterward Mrs. FREDERICKS had occasion to go to her room and on arriving there immediately discovered that the ring had been stolen, and accused LOUISA of the theft. It does not appear that the missing property was found upon the girl, or indeed that it has been found at all. The accused is a native of Germany, 24 years of age, and pleaded not guilty, but was committed in default of $500 bail for trial at the General Sessions.

INCLINED TO LITERATURE.

JAMES KILLIMITT and JAMES MEARIM, combining their resources, attempted to steal two novels from GEORGE LANGE, No. 250 West Thirtieth-street, but with what particular novels they proposed to enrich their minds, or, peradventure, their pockets does not appear. Nor does it signify, for they were caught in the act of the larceny by LANGE, and were sent to the Court of Special Sessions for trial.

ESSEX MARKET—SHANDLEY, JUSTICE.

The Third Police District has of late become very reliable in furnishing a respectable number of

EXCISE CASES

on Monday morning. The following is the exhibit of yesterday, each case detailing an occurrence of Sunday afternoon:

Officer MEALEY, of the Tenth Precinct, visited the saloon of HENRY MENKE, No. 309 Broome-street, and found that gentleman engaged in drawing lager-beer, probably to satisfy the thirst of several men who were sitting in the room. The officer thought so, and MENKE accompanied him to the Station-house.

Officer BROWN, of the Seventeenth Precinct, called upon PHILIP WEBBER, No. 192 Avenue B, and finding him drawing beer, asked for a glass, which was furnished him. WEBBER and BROWN went to the Station-house together.

Officer WALKER, of the Seventh Precinct, went to the saloon of CLAUS HUDOF, No. 121 East Broadway, asked for a glass of porter and got it. He and HUDOF then went out together, ending their ramble at the Station-house, where they parted company.

Officer MENDER, of the Tenth Precinct, took a view of the saloon of JOHN RECHTER, No. 151 Eldridge-street, saw beer exposed to view, and several men in the room not only looking at it but drinking it. The same officer, at another hour, found the same state of affairs in the saloon of CHRISTIAN KINN, No. 33 Delancy-street. The inevitable walk to the Station-house followed in both instances.

Officer MALONE, of the Tenth Precinct, saw AUGUST KOLB, No. 109 Avenue A, selling beer in his saloon and found several men in the next room drinking beer. The result of the beery vision was another visitor to the Tenth-Precinct Station-house.

Officer REDDY, of the Seventeenth Precinct, asked CHRISTIAN FREASHEAVER, No. 62 Sixth-street, for a glass of beer with gratifying success, and they then went to the Station-house.

Officer CHAPMAN, of the Eleventh Precinct, saw MAX SEAGER, No. 491 East Houston-street, draw two glasses of lager, and also saw several men in the room adjoining the saloon. SEAGER went with CHAPMAN.

In each of these cases it was held when the parties were arraigned, yesterday morning, that there had been a violation of the Excise law, and the prisoners were required to give bail in the sum of $100 to answer the offence in the Court of General Sessions at that indefinite period when their cases shall be called. They all gave the bail with great readiness and departed.

YORKVILLE COURT—CONNOLLY, JUSTICE.

EXCISE CASES.

The following parties found by officers of Police with their saloons not effectually closed on Sunday, were declared to have violated the Excise law and required to give bail in the sum of $200 each to answer at the General Sessions: JAMES KELLY, rear Two Hundred and Fifteenth-street; AARON SCHULTZ, corner Eleventh-avenue and Fifty-ninth-street; GEORGE JANSON, No. 690 Eleventh-avenue; JAMES S. BRIGGS, No. 119 West Forty-ninth-street.

FINANCIAL.

VERMILYE & CO.,

NO. 44 WALL-ST.,

BANKERS AND DEALERS

IN

GOVERNMENT STOCKS

AND

COMPOUND INTEREST NOTES

ALL CLASSES OF UNITED STATES FUNDS

Credited or Remitted for on Receipt at Market Rates, FREE OF ALL COMMISSION CHARGES.

CLOSING PRICES.

NEW-YORK, August 19—3 P. M.

	Bid.	Ask'd		Bid.	Ask'd
Registered '81...	110¼	110¾	Gold.........	141¾	141⅞
Coupon, 1881	111¼	111¾	Aug. 7.30......	107⅛	107⅝
5-20 Regist'd '62	109¼	109¾	June 7.30......	107⅛	107⅝
5-20 Coupon, '62	113¼	113¾	July 7.30......	107⅛	107⅝
5-20 Coupon, '64	109¼	109¾	Oct., comp'ds. '64	118½	119
5-20 Coupon, '65	110¼	110¾	Dec., comp'ds. '64	117¼	117⅝
5-20 C. '65, Jan&Jy	108⅛	108¼	May, comp'ds '65	117	117½
5-20 Coupon, '67	108¼	108½	Aug., comp'ds '65	116	116½
10-40 Reg......	99⅛	99¼	Oct., comp'ds '65	115⅛	115¾
10-40 Coupon..	102⅛	102⅜	Sept., comp'd. '65	115	115¼

Market unsteady.

WE GIVE SPECIAL ATTENTION TO FUNDING 7.30 TREASURY LOANS.

All series taken in exchange for 5-20 BONDS, Returns made to correspondents without delay, and on favorable terms.

GOLD for Custom-house purposes furnished at lowest market rates.

Fisk & Hatch

BANKERS AND DEALERS IN

GOVERNMENT SECURITIES,

No. 5 Nassau-street,

BUY AND SELL AT MARKET RATES.

U. S. SIX PER CENT. BONDS of 1881,
U. S. FIVE-TWENTY BONDS,
U. S. SEVEN-THIRTY TREASURY NOTES,
U. S. TEN-FORTY BONDS,
U. S. ONE-YEAR CERTIFICATES,
U. S. COMPOUND INTEREST NOTES,
U. S. THIRTY-YEAR BONDS, Pacific R. R. issues,
Central Pacific Railroad State Aid Bonds,
and other desirable Securities.

Also, receive deposits and make collections on favorable terms.

First Mortgage Bonds of the

UNION PACIFIC RAILROAD CO.,

HAVING 30 YEARS TO RUN, AND BEARING 6 PER CENT. INTEREST, PAYABLE IN GOLD COIN,

FOR SALE AT 90, BY

HENRY CLEWS & CO.,

SPECIAL AGENTS OF THE COMPANY.

Government Securities of all Issues

BOUGHT AND SOLD,

OR EXCHANGED FOR THE ABOVE BONDS,

AT FULL MARKET RATES.

CALIFORNIA STOCKS AND BONDS.

SAN FRANCISCO CITY AND COUNTY,
SACRAMENTO CITY AND COUNTY,
STOCKTON CITY,
CUBA COUNTY,
SANTA CLARA COUNTY,
PLATTE COUNTY,
CALIFORNIA STATE TELEGRAPH,
SAN FRANCISCO GAS,
SACRAMENTO VALLEY RAILROAD,
CENTRAL RAILROAD, &c., &c., &c.,

Bought and Sold on Commission.

Apply to GEO. C. DUNBAR, No. 7 Wall-st.

RATES FOR EXCHANGING SEVEN-THIRTY NOTES, AUGUST 19, 1867.

HATCH, FOOTE & CO.

BANKERS

AND DEALERS IN

GOVERNMENT SECURITIES, GOLD, ETC.

No. 12 Wall-st., N. Y.

For AUGUST NOTES we give the NEW 5-20 BONDS, and pay $26 56 DIFFERENCE.
For JUNE NOTES we give the NEW 5-20 BONDS, and receive 75 cents DIFFERENCE.
For JULY NOTES we give the NEW 5-20 BONDS, and receive $6 75 DIFFERENCE.
ON EACH $1,000.

SEVEN PER CENT. FIRST MORTGAGE

GUARANTEED

RAILROAD BONDS.

The UNION TRUST COMPANY OF NEW-YORK, as agent, offer for sale the Bonds of the UNION AND LOGANSPORT RAILROAD COMPANY. These Bonds are First Mortgage Bonds, secured by an ample sinking fund, and guaranteed by a consolidated Railroad Company of 265 miles of central trunk road, and are believed to constitute first-class permanent investment bonds.

For full particulars and terms, apply at office of

UNION TRUST COMPANY,

NO. 73 BROADWAY, corner of Rector-st.

W. F. ALDRICH, Secretary.

LETTERS OF CREDIT FOR TRAVELERS.

Exchange on London and Paris.
Sight Drafts on Edinburgh and Glasgow.
Stocks and Bonds bought and sold
At the New-York Stock Exchange.
JAMES G. KING'S SONS,
No. 54 William-st.

JOHN MUNROE & CO.,
AMERICAN BANKERS
NO. 7 RUE SCRIBE, PARIS,
AND
NO. 8 WALL-ST., NEW-YORK,

Issue circular letters of credit to travelers in all parts of Europe, &c., &c. Also commercial credits.

OFFICE OF THE NEW-YORK, PROVIDENCE AND BOSTON RAILROAD COMPANY, STONINGTON, July 30, 1867.

THE BOARD OF DIRECTORS, UNDER authority granted by the stockholders at their annual meeting in September, 1864, and pursuant to acts of the Legislatures of Rhode Island and Connecticut, passed in 1865, have decided to increase the capital stock from $1,784,600 to $2,030,000, for the purpose of purchasing the controlling interest in a line of steamers to run in connection with this road.

The distribution of the new stock will be made at par, and stockholders registered upon the books of the Company on Aug. 5 will be entitled to the increase—say about 15 per cent. on the number of shares then held by them—provided they notify Messrs. M. Morgan's Sons, New-York, Agents of the Company, that they will avail themselves of the right on or before the 20th of August proximo, after which date all stock not subscribed for by the present shareholders will be awarded to parties who stand ready to take the same.

Payment for the stock will be called for during the month of September next.

By order of the Board.

JAS. T. DAY, President.

V. B. NOYES, Secretary.

FOR SALE—CHRISTIAN COUNTY AND HENDERSON County 7 per cent. Kentucky Bonds; interest payable semi-annually in this City. These are first-class securities. Apply to J. T. BOYLE, President of the Evansville, Henderson and Nashville Railroad, at the office of GEO. T. M. DAVIS, No. 47 Exchange-place.

FINANCIAL.

BANKING HOUSE OF

JAY COOKE & CO.

NO. 20 WALL-ST.,

CORNER OF NASSAU-ST., NEW-YORK.

We buy and sell at the most liberal current prices, and keep on hand a full supply of

GOVERNMENT BONDS OF ALL ISSUES,

SEVEN-THIRTIES

AND

COMPOUND INTEREST NOTES.

And execute orders for purchase and sale of

STOCKS, BONDS AND GOLD.

We have added to our office a Retail Department for the accommodation of the public demand for investment in and exchanges of Government Securities, the purchase of GOLD and INTEREST COUPONS, and the sale of INTERNAL REVENUE STAMPS.

SEVEN-THIRTIES CONVERTED INTO FIVE-TWENTIES AT THE MOST FAVORABLE RATES.

JAY COOKE & CO.

HEDDEN, WINCHESTER & CO.,

No. 69 Broadway, New-York,

BANKERS AND BROKERS.

AGENTS FOR THE SALE OF THE

UNION PACIFIC RAILROAD CO.

First Mortgage Bonds.

These Bonds bear interest at the rate of SIX PER CENT. IN GOLD, and are sold at NINETY PER CENT. and accrued interest from July 1, in currency.

☞ STOCKS, BONDS, GOVERNMENT SECURITIES, AND GOLD BOUGHT AND SOLD on commission. Interest allowed on balances.

RODMAN, FISK & CO.,

BANKERS

AND

DEALERS IN GOVERNMENT SECURITIES,

NO. 18 NASSAU-ST.,

Buy and sell at market rates:

SIX PER CENT. BONDS OF 1881; TEN-FORTIES; FIVE-TWENTY BONDS, ALL ISSUES; SEVEN-THIRTY NOTES, ALL SERIES; COMPOUND INTEREST NOTES, AND GOLD AND SILVER COIN.

Registered interest collected and Coupons cashed without charge.

7.30 Notes, all series, taken in exchange for the new Consolidated 5-20 Bonds, on terms advantageous to holders of 7.30s.

Merchants and Importers supplied with Coin for customs duties at lowest market rates.

Orders for purchase and sale of all miscellaneous securities promptly executed. Mail and telegraph orders will receive our personal attention. Deposits received and interest allowed on balances. Collections made on all points, with quick returns.

RODMAN, FISK & CO.

BROWN BROTHERS & CO.,
NO. 59 WALL-ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS
FOR USE IN THIS COUNTRY
AND ABROAD

OFFICE OF THE TRUSTEES OF CREDITORS AND STOCKHOLDERS OF THE OHIO AND MISSISSIPPI R. R. CO., (EASTERN DIVISION,) NO. 88 WALL-ST., NEW-YORK, Aug. 1, 1867.

TO THE CERTIFICATE HOLDERS.—A special meeting of the holders of certificates issued by this trust, will be held at the Office of the Trustees, No. 88 Wall-st., New-York, on TUESDAY, the 10th day of September next, at noon, to take final action upon the closing of the trust and the reorganization of the Ohio and Mississippi Railroad Company. As the trust deed requires that three-fourths in interest of the owners, or their legal representatives, of both preferred and common certificates shall be present and voting, to carry out the object above stated, certificate holders are earnestly requested to have their certificates transferred to their own names, and to be present at the meeting in person or by proxy. The transfer-books will be closed at 2 o'clock P. M., on Saturday, the 31st of August, and remain closed until the final adjournment of the meeting. The Trustees only await the action of certificate holders at the meeting now called, to close the trust and reorganize the Company. By order of the Trustees,

ALLAN CAMPBELL, Chairman.

THE STOCKHOLDERS OF THE NEW-YORK, PROVIDENCE AND BOSTON RAILROAD COMPANY are hereby notified that the Stonington Steamboat Company has been organized, and a portion of the stock of said Company has been reserved to be distributed among such of the stockholders of the New-York, Providence and Boston Railroad Company as may take their proportion of the increased capital of that Company allotted to them.

Parties wishing to avail themselves of this privilege will please make application to Messrs. M. MORGAN'S SONS, on or before the 10th September, proximo, at which time said stock will be distributed, pro rata, among them.

JAMES I. DAY, President.

OFFICE OF THE CHICAGO AND ALTON RAILROAD COMPANY, No. 12 PINE-ST., NEW-YORK, Aug. 16, 1867.

CHICAGO AND ALTON RAILROAD FIRST MORTGAGE SINKING FUND BONDS.—Notice is hereby given that we have this day designated by lot twenty bonds, numbered as follows: Nos. 451, 548, 584, 258, 132, 377, 241, 36, 269, 28, 37, 33, 289, 493, 477, 592, 133, 483, 549 and 340, of $1,000 each, for redemption.

According to the terms of the mortgage, interest thereon will cease Nov. 1, 1867.

The undersigned are ready to pay them, with interest so far as accrued, on presentation and surrender.

S. J. TILDEN, No. 12 Wall-st.
L. H. MEYER, No. 21 Nassau-st.

TO THE HOLDERS OF THE SECOND mortgage bonds of the Cumberland Coal and Iron Company.

The undersigned will receive proposals to the 24th inst. inclusive, at the office of the Cumberland Coal and Iron Company, corner of Broadway and Wall-st., for the sale to them of $2,000 of said bonds for the purpose of the Sinking Fund.

JAMES C. BELL,
FREDERICK A. COE, } Trustees.
CHAS. A. RAPPALLO,

NEW-YORK, Aug. 14, 1867.

NEW-YORK, July 25, 1867.

STOCKHOLDERS IN THE ERIE RAILWAY COMPANY who favor such a change in the administration as may secure to the owners of the property some regular income out of its very large present and prospective earnings, are requested to send their proxies to any one of the undersigned.

YORK, DAVIS & BARTON,
J. P. MORGAN,
AUGUSTUS SCHELL.

UNITED STATES TREASURY, Aug. 19, 1867.

SCHEDULES OF (30) THIRTY OR MORE 10-40 COUPONS, due Sept. 1, 1867, will now be received for examination at the United States Treasury.

H. H. VAN DYCK, Assistant Treasurer.

WATERTOWN CITY (WIS.) BONDS WANTED.—The highest prices paid for Watertown and all other securities issued in Wisconsin, Iowa, Illinois, &c., including farm mortgages, corporation bonds, &c. Apply to or address GEO. C. DUNBAR, No. 7 Wall-st.

$5,000 WANTED BY A PERSON that has had long experience in Wall-st.; he will give the business his best attention for a share of the profits; the best of references given. Address O. P. K., Box No. 107 Times Office.

SAVINGS BANKS.

METROPOLITAN SAVINGS BANK.

Now occupying their

NEW MARBLE FIRE-PROOF BANKING HOUSE,

Nos. 1 and 3 3d-avenue

Opposite Cooper Institute.

DEPOSITS of $1 to $5,000 received, and SIX PER CENT. INTEREST, free from tax, allowed on ALL SUMS from $5 to $5,000.

Bank open from 10 A. M. to 3 P. M., also on Mondays, Wednesdays and Saturdays, from 5 to 7 P. M.

ISAAC T. SMITH, President.

T. W. LILLIE, Secretary.

THIRD-AVENUE SAVINGS BANK,

Corner 3d-av. and 25th-st.,

Open daily from 10 A. M. to 3 P. M., and on Monday, Wednesday and Saturday evenings from 6 to 8.

Deposits from $1 to $5,000 received and SIX PER CENT. INTEREST paid.

SIXPENNY SAVINGS BANK, ASTOR-PLACE—Open daily from 10 A. M. to 3 P. M. for Deposits and Payments; 5 cents to $5,000 received.

NOTICE—The usual semi-annual Dividend at the rate of six per cent., free of Government tax, will be paid to the depositors for the six months preceding Aug. 1, payable on and after the 15th of August. Interest not called for will be placed to the credit of the depositor and draw interest from the 1st of August.

N. B.—Money deposited up to the 20th of August will draw interest from the first of said month.

J. S. SLOAN, Secretary.

NEW-YORK SAVINGS BANK, 8TH-AV., cor. of 14th-st.—Six per cent. interest paid on all sums from $5 to $5,000. Deposits made on or before Sept. 1 will draw interest from Sept. 1.

R. H. MACLAY, Pres't.
R. H. BULL, Sec'y. S. S. CONSTANT, Vice-Pres't.

BUSINESS CHANCES.

WANTED—A PARTNER IN A FURNITURE business in which $70,000 are now invested; location of factory (which is one of the best in this country) extremely favorable, with unusual facilities for manufacturing at a low cost. For a man of character and experience in the trade, having capital to invest, an opportunity is offered of engaging in a well-established and profitable business. For further information address, with real signature, FURNITURE, Box No. 2,814 Post-office, New-York.

$5,000—HALF CASH, WILL BUY A half interest in one bookstore, in full prospect, where capital and help are needed to make money fast. Address, with real name, G. R., Box No. 108 Times Office.

DRY GOODS.

R. H. MACY.

RIBBONS, LACES,
EMBROIDERIES,
WHITE GOODS,
FANCY GOODS,
HOSIERY, LINEN HANDKERCHIEFS,
KID GLOVES, &C.
AT POPULAR PRICES.
14th-st. and 6th-av.
No. 66 14th-st., between 5th and 6th avs.
Nos. 204 and 206 6th-av.

A BIG LOT YARD WIDE

MUSLINS, (splendid quality,) ONLY 12½c.

These Muslins are retailed everywhere at 20c.

25,000 yds. ALMOST LIKE WAMSUTTAS, 15c. and 18c.

ALSO, FROM AUCTION, IMMENSE LOTS ALPACAS, DRESS GOODS, CASSIMERES, TICKS, FLANNELS, &c. AT NEARLY HALF PRICE.

FOSTER BROTHERS, 8th-av., near 18th-st., and FOSTER BROTHERS, No. 273 Bleecker-st.

LOST AND FOUND.

FOUND—ON FRIDAY P. M., A SET OF KEYS, which the owner can have by applying at No. 2,8 East 14th-st.

DIVIDENDS.

STUYVESANT INSURANCE COMPANY.

TWENTY-FIFTH DIVIDEND.

A dividend of Five per cent., free of Government tax, has been declared, payable on and after the 15th inst., at No. 122 Bowery.

WM. F. LEGGETT, Secretary.

AUG. 10, 1867.

OFFICE OF THE

GEBHARD FIRE INSURANCE CO.,

No. 141 Broadway,

JULY 25, 1867.

CASH CAPITAL.....................$200,000
SURPLUS............................61,231

FIFTEENTH DIVIDEND.—The Board of Directors have this day declared a semi-annual dividend of FIVE (5) PER CENT., payable, free of Government tax, on and after the 1st day of August.

JOHN R. SMITH, Secretary.

OSWEGO AND SYRACUSE RAILROAD COMPANY.

TWENTY-EIGHTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a dividend of FOUR PER CENT. on its capital stock, free of the Government tax, payable on the twentieth day of August, instant.

Dividends in New-York will be paid at the Howard Insurance Company's office, by H. A. Oakley, Esq., Transfer Agent; in Albany, at the New-York State National Bank; in Utica, at the Oneida National Bank; in Syracuse, at the Syracuse National Bank; all others at the Lake Ontario National Bank, Oswego.

Dividends not called for within thirty days will be paid at the Treasurer's office, Oswego.

L. WRIGHT, Treasurer.

OSWEGO, Aug. 8, 1867.

IRVING

FIRE INSURANCE COMPANY,

OFFICE, No. 9 WALL-ST.

CASH CAPITAL.........................$200,000
ASSETS AUGUST 1, 1867................308,179
LIABLITIES..............................2,072

NEW-YORK, August 5, 1867.

The Board of Directors have this day declared a *Dividend of Five per cent. and Government Tax*, payable on demand.

MARTIN L. CROWELL, President.
JAMES M. WILSON, Secretary.

THE NEW-YORK CENTRAL RAILROAD COMPANY, TREASURER'S OFFICE, ALBANY, July 25, 1867.

TWENTY-EIGHTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a semi-annual dividend of three per cent. on the capital stock thereof, free of the United States income tax, payable on the 20th day of August next.

Dividends in New-York will be paid at the office of Duncan, Sherman & Co.; in Albany, at the Albany City National Bank.

The transfer-books will be closed at the close of business on Wednesday, the 31st day of July inst., and be reopened on the morning of Friday, the 23d day of August next.

E. D. WORCESTER, Treasurer.

OFFICE OF THE CHICAGO AND ALTON RAILROAD COMPANY, CHICAGO, Aug. 14, 1867.

DIVIDEND NOTICE.—THE STOCKHOLDERS of the Chicago and Alton Railroad Company are hereby notified that a dividend of FIVE PER CENT., free of Government tax, has been declared on the preferred and common stock of said Company, payable at the office of the Company's agents, Messrs. M. K. JESUP & CO., No. 12 Pine-st., New-York, on Monday, the 2d day of September next.

The transfer-books of the Company will be closed at the close of business hours on the 21st inst., and reopened on the morning of Sept. 3.

W. M. LARRABEE, Secretary and Treasurer.

OFFICE OF THE STERLING FIRE INSURANCE COMPANY, No. 155 BROADWAY, NEW-YORK, Aug. 14, 1867.

THE BOARD OF DIRECTORS HAVE this day declared a dividend of FIVE (5) per cent., free of Government tax, payable on and after the 17th inst.

A. L. SOULARD, Secretary.

PROPOSALS.

GOVERNMENT SALE OF THE MILITARY RAILROAD AT BRAZOS SANTIAGO, TEXAS.

OFFICE CHIEF QUARTERMASTER, FIFTH MILITARY DISTRICT, NEW-ORLEANS, La., July 9, 1867.

Sealed proposals will be received at this office until 12 M., Aug. 24, 1867, for the purchase of all the right, title and interest of the United States in and to the United States Military Railroad from Brazos Santiago to White's Ranche, Texas.

The sale will include the entire track and sidings, buildings, water stations, turn-tables, &c., the railroad materials, and supplies pertaining to the road, together with the rolling stock, cars, machinery, and other equipment, as follows:

4 Claw Bars.
2 Shackle Bars.
2 Pinch Bars.
4 Square Brasses.
2 Shipping Boxes.
7 Flat Cars.
130 Railroad Chairs.
26,000 Pounds Railroad Chairs.
1 Push Car Frame.
2 Crow Feet.
4 Railroad Frogs and Switch Stands
1 Track Gauge.
9,560 Pounds Railroad Iron.
1 Locomotive and Tender.
1 Locomotive.
1 Head-light Locomotive.
14 Coupling Links.
4 Spike Mauls.
2 Spike Punches.
586 Pounds Car Springs.
2 Jackscrews and Levers.
289 Pounds Railroad Spikes.
8½ Miles Railroad Track.
2 Turn Tables.
625 Cross Ties.
1 Fire Tongs.
2 Push Car Wheels.
2 Screw Wrenches.
1 Cooking Stove.
1 Stove.
3 Hand Cars.
1 Push Car.

The sale will not include the title to the land, which does not belong to the United States, nor the bridge over the Boca Chica.

This road is about ten miles in length, and extends from Brazos Santiago to White's Ranche, on the Rio Grande. From this point connection is made by steamer with Brownsville and Matamoras.

The route is the shortest and best for the immense traffic between the Gulf of Mexico and the interior of Southern Texas and Northern Mexico, and the communication by rail alone can readily be extended to Brownsville.

The road already completed saves thirty miles of difficult and tortuous navigation. The road is five feet gauge, good ties, T rail, and full spiked.

The property may be inspected on application to Capt. C. H. Hoyt, A. Q. M., Brownsville, Texas, and any information desired may be obtained from that officer, or from the office of the Chief Quartermaster, Fifth Military District, New-Orleans, La.

A condition of the sale will be that transportation shall be furnished for all Government troops and supplies whenever required, at rates not to exceed those paid by the United States to other railroad companies in the Fifth Military District.

The terms of payment accepted will be those considered the most favorable to the Government.

Ten per cent. cash, in Government funds, to be paid on acceptance of proposal.

The Government reserves the right to reject any or all proposals.

Proposals should be indorsed "Proposals for the purchase of Brazos Santiago and Rio Grande Railroad," and addressed "Brevet Lieut.-Col. A. J. McGONNIGLE, A. Q. M., U. S. Army, office Chief Quartermaster, Fifth Military District, New-Orleans, La."

A. J. McGONNIGLE,
Brevet Lieut.-Col. and A. Q. M., U. S. Army,
In charge of office.

CHIEF QUARTERMASTER'S OFFICE, SECOND MILITARY DISTRICT, NORTH AND SOUTH CAROLINA, CHARLESTON, S. C., Aug. 17, 1867.

SEALED PROPOSALS WILL BE RECEIVED at this office until 12 o'clock M. on MONDAY, the 16th day of September, 1867, at which time they will be opened, for the purchase of the following property:

Wreck of steamer *Boston*, in Ashepoo River.
Wreck of steamer *George Washington*, in Coosaw River.
Wreck of steamer *Chasseur*, in Scull Creek.
Wreck of steamer *Randolph*, in Charleston Harbor.
Wreck of steamer *Etiwan*, in Charleston Harbor.

Bidders will state the amount offered for each wreck.

The wrecks will be sold separately and to the highest bidder, unless such bid be deemed unreasonable.

Proposals must be addressed to the undersigned, and marked "Proposals for purchase of wrecks."

R. O. TYLER,
Bvt. Maj.-Gen. Dept. Quartermaster-Gen., U. S. A.

ARMY SUPPLIES.

OFFICE OF ARMY CLOTHING AND EQUIPAGE, No. 29 BROADWAY, New-York, Aug. 15, 1867.

Sealed proposals will be received at this office until 12 o'clock M. on FRIDAY the 23d inst., for furnishing by contract at such times and in such quantities as may be required at and for the use of this depot until May 1, 1868: Red Ash Coal, furnace and egg size.

Proposals must be accompanied by a proper guarantee for the faithful performance of a contract.

The United States reserves the right to reject all bids deemed objectionable.

Proposals should be indorsed "Proposals for furnishing Coal," and addressed to

Brev. Maj.-Gen. D. H. VINTON,
Asst. Q. M. Gen. U. S. Army.

NOTICE TO CONTRACTORS.

GENERAL OFFICE OF THE RONDOUT AND OSWEGO RAILROAD COMPANY, KINGSTON, N. Y., Aug. 12, 1867.

Proposals will be received at this office until Sept. 20, 1867, for the grading, masonry, bridging and iron of the Eastern Division of this Road. Maps, plans and specifications will be furnished on and after Sept. 1, 1867, by the Chief Engineer, William E. Morris, Esq., at Kingston, N. Y. All other information furnished at this office.

THOMAS CORNELL, President.

MISCELLANEOUS.

TUCKER, CARTER & CO.,

NO. 70 SOUTH-ST.,

Manufacturers of manila and tarred cordage, bale rope, twines and bagging for Sea Island cotton and hops of the well-known Anchor and Sea Island brands.

Importers and dealers in Manila, Russian, Italian, Sisal, Jute and American hemps, gunny cloth and gunny bags. Also in store and for sale in lots to suit purchasers, 130 bales Dundee bagging, assorted from 1½ to 2 lbs. per yard.

HUDSON RIVER SLATE COMPANY,

Office No. 25 Park-row, New-York,

offer for sale their beautiful Blue Slate for

Billiard Beds,	Mantels,
Sills and Lintels,	Slate Dust,
N. O. Burial Slabs,	Tiles,
Plain and Fancy Curbing,	Flagging,
Counter Tops,	Cemetery Stock.

Slabs and Blocks of any size or pattern.

Orders received at the Agency,
No. 25 Park-row, New-York.

TO ALL HOP PRODUCERS AND DEALERS.

The following resolution was passed at the Seventh Brewers' Congress at Chicago, June 6, 1867, viz.:

Resolved, That all sacks and bales of hops should be marked by the seller with the gross and the net weight, and that only the net weight should be paid for; that the members and associations pledge themselves not to buy any hops unless thus marked, or of any dealers who do not conform to these requirements; that they should go into effect when the new crop came into market in the Fall.

TO THE EXEMPT FIREMEN OF THE CITY OF NEW-YORK.—The undersigned hereby give notice that they have at their disposal two free scholarships in the University of this city, to be filled by the sons of exempt firemen. Applications will be received until September 16. For further particulars apply to

DAVID WALKER, No. 415 Canal-st.
JOHN M. COSTA, No. 115 Nassau-st.
WM. HITCHMAN, No. 17 East 28th-st.
PETER MASTERSON,
cor. 7th-av. and West 29th-st.
School Committee Board of Trustees.

CITY REAL ESTATE.

FOR SALE—THE DESIRABLE PROPERTY now occupied as an iron safe manufactory, Nos. 60, 62, 64 and 66 Cannon-st., 100x100 feet, between Delancey and Rivington; four two-story attic and basement brick dwellings in front, and substantial three-story factory and other brick buildings, suitable for any kind of manufacturing purposes, on rear of lots. Inquire of ROBERT M. PATRICK, No. 63 Murray-st.

$20,000.—THOSE WANTING A FOUR-story high-stoop brown-stone house, five years built, as good and handsome as money and taste can make it, can address MERCHANT, Box No. 115 Times Office. It is up town; street as good as any in the City. In front is a small, but very beautiful park, and behind a splendid verandah. Terms very easy, with possession.

FOR SALE—THE FOUR-STORY BROWN-stone store and dwelling situated on the 8th-av. near 52d-st., and near the great Boulevard-av. and the crossing of Broadway, which will make the 8th-av. a great business thoroughfare; price $18,500. Inquire of the owner, No. 417 4th-av.

FOR SALE—A NEW AND HANDSOME THREE-story high-stoop brown-stone front house, situated on the south side of Perry-st., being the fourth house west of 4th-st. Inquire of W. H. HUME, No. 127 Clinton-place, 8th-st.

FOR SALE—THE FOUR-STORY BROWN-stone house No. 9 Gramercy Park, 26 feet 8 inches front; in good order; private key to park. For particulars and permits, apply to ABNER L. ELY, 29 Pine-st.

BROOKLYN REAL ESTATE.

FOR SALE IN BROOKLYN—THE ELEGANT new three-story brown-stone French roof dwelling, No. 131 President-st., near Clinton, in excellent order and replete with all the modern improvements. Price $17,000. Apply to CHAS. A. MEIGS & SON, No. 50 Exchange-place, New-York.

COUNTRY REAL ESTATE.

WOODSIDE, N. J.—ONE HOUR FROM NEW-YORK.—The attention of those wishing to acquire good country residences in a first class neighborhood, from which all such nuisances as groggeries, factories, city taxes, &c., are rigidly excluded, is invited to the property of the subscribers, situated in the above beautiful village, so rapidly growing into favor with the citizens of New-York. We are now offering beautifully situated lots with river and street frontages at fair prices. We are also prepared to contract for the erection of houses from $3,000 and upwards, and from the decrease in the value of building materials generally, together with great facilities of machinery, &c., we can do so very reasonably. Our success during the past year (having built and sold over 40 houses, to the purchasers of which we confidently refer) warrants us in saying that we offer inducements both as to price and terms, greater than can be obtained in any neighborhood as finely situated and as accessible to New-York. A map of the property, with plans of houses already built, in course of erection and proposed, can be seen at our office. We invite a visit. Take New-Jersey or Morris and Essex Railroads to Newark, thence horse cars to Woodside.

Particulars can also be obtained at the office of Jos. MASON, No. 29 Pine-st., New-York.

MORRISON & BRIGGS,
Woodside, N. J., Post-Office Box, No. 572, Newark.

TO PRACTICAL FARMERS.—FOR SALE or to lease, a farm of about 255 acres, on the Livingston Creek, in the town of Clermont, Columbia County, N. Y., said to be one of the best farms in the town. It is well divided into grain, grass and pasture lots, and is well watered with a running brook through the centre of the farm. This property was formerly occupied by Jacob Miller, deceased, and now leased to Mr. Henry Coon. The buildings and farm are in good working order.

Also for sale, seven village lots on the Post road in the town of Clermont, in suitable plots for small tenements. Apply to E. H. LUDLOW, No. 3 Pine-st.

A FARM ON THE HUDSON.—BEAUTIFUL location, on the banks of the Hudson; 226 acres; large part in a high state of cultivation; two houses, stock, crop, farming implements, &c. Will sell upon liberal terms or exchange for City property.

JACOB SHARPE, No. 24 Pine-st.

A BEAUTIFUL COUNTRY RESIDENCE of five acres, carriage-house, stables, &c., one hour from Wall-street, in perfect order, gas, &c., 1½ miles from Harlem Bridge, near the water, in Westchester County; price $25,000. Apply to W. J. HARRIS, Continental National Bank.

ORANGE, N. J.—VILLAS, VILLA SITES AND farms, a great variety, beautifully situated, one hour from New-York, for sale low. Also, country seats and houses to let for the season or year, by BLACKWELL & SMITH, No. 243 Broadway, New-York, 9 to 11 A. M.; Orange, corner Main and Cone sts., 1 to 5 P. M.

WANTED—ON THE LINE OF EITHER OF THE New-Jersey railroads, within an hour's ride of New-York, a comfortable house, with five to ten acres of land. Address, stating terms and particulars, G. W. W., Box No. 171 Times Office.

FOR SALE—THE COUNTRY SEAT OF THE late Jacob B. Herrick, on the Hunt's Point Road, Westchester County; 24 acres with mansion and every improvement. Apply to E. H. LUDLOW & CO., Pine-st., or J. J. HENRY, 14 Broad-st.

FARM FOR SALE.—EASTCHESTER, WESTchester County, N. Y., 200 acres, with mansion and farm houses, barns, and all necessary outbuildings; situate about two miles from Williams Bridge; fine view of Long Island Sound. Apply at No. 170 William-st.

A TASTY COTTAGE AT RAHWAY, convenient to depot, eight rooms; price $3,500; or will sell furniture, and rent, $350.

JAQUES, No. 208 Broadway.

TO LET.

TO LET, FURNISHED—A TWO-STORY, high-basement brick house, with all modern improvements, 22x38, and in perfect order; located on one of the pleasantest avenues in Brooklyn, three minutes' walk from two car routes; will be let from 1st of September or October, to a small family only; price $125 per month. Address D. W. J., Box No. 107 Times Office.

A FULLY-FURNISHED COTTAGE AT Tompkinsville, Staten Island, within ten minutes' walk from first landing, to let to a small, careful family, from Oct. 1 to June 15; view of the bay; rent $100 per month. For particulars address S. N., Box No. 4,334 New-York Post-office.

RARE CHANCE.—I OFFER TO RENT FOR one year, (possession immediately, if desired,) my first-class residence and furniture, all complete—a beautiful house, delightfully located in Brooklyn. Private and perfectly responsible parties only may apply in person to H. W. L., No. 143 Reade-st., New-York.

TO LET—A FIRST-CLASS STONE HOUSE, with all modern improvements; one block from Central Park; fine garden, with fruit and shade trees. Inquire on the premises, 58th-st., four doors west of 8th-av.

TO LET—AT TREMONT, NEAR HORSE AND steam cars, a French roof double cottage, with stable, sheds and grove of trees; fine situation and prospect, and well suited for residence, hotel or beer garden. Apply to CH. H. HINNAU, No. 106 Broadway, or Fordham.

TO LET—THE BEAUTIFUL HOUSE AND grounds, (75 acres,) late of F. W. Edmonds, Esq., half a mile from Bronxville Depot on Harlem Railroad, and near to depot on New-Haven Railroad. Inquire of GEORGE B. BUTLER, at A. T. Stewart & Co.'s.

FURNISHED COTTAGE TO RENT AT Clifton, Staten Island, five minutes' walk from Vanderbilt Landing; terms moderate to a good tenant. Address A. A., Box No. 2,036 Post-office.

FURNISHED HOUSE TO LET—THE four-story brown-stone front house No. 133 East 28th-st., corner Lexington-av.; furniture in use but a short time; price $4,800. Inquire on the premises, from 2 to 5 P. M.

TO LET—A FIRST-CLASS THREE-STORY high-stoop brown-stone house in West 129th-st., between 6th and 7th avs.; all improvements; possession immediately. Apply to JOHN S. PIERCE, No. 6 Pine-st.

TO LET—A TWO-STORY MODERN-STYLE private stable; four stalls, carriage-room, &c.; $600 per annum; possession immediately. Apply on premises, north side West 50th-st., between 6th and 7th avs.

TO LET—AN ELEGANTLY FURNISHED house, No. 47 Lafayette-place, to a private family only; possession immediately. Apply to ABNER L. ELY, No. 22 Pine-st.

TO LET—SPACIOUS NEWLY FURNISHED rooms, to gentlemen, in good location, on Murray Hill, No. 105 East 40th-st., near Park-av.

BOARDING AND LODGING.

A YOUNG GENTLEMAN AND WIFE want a pleasant furnished room in a private family (New-England preferred) from the middle of October; references exchanged. Address, with particulars, C., Box No. 177 Times Office.

WANTED—IN EAST BROADWAY OR VICINity, a parlor and bedroom for a gentleman and wife, with board; in a private family preferred. Address, stating location and price, W. S. SCHOENER, No. 330 Delancey-st.

BOARD WANTED—IN A STRICTLY PRIvate family and first-class neighborhood, for gentleman, wife, child and servant, with or without private table. Address, stating terms, Box No. 2,852 Post-office.

BOARD ON MURRAY HILL, BETWEEN 5th and 6th avs. The entire second floor, elegantly furnished; unexceptional references given and required. Address W., Box No. 2112 New-York Post-office.

BOARD WANTED—FOR GENTLEMEN, BEtween 14th and 40th sts. and 2d and 7th avs. Apply to THOMAS DENHAM, No. 393 4th-av.

A LARGE, PLEASANT FURNISHED bedroom on second floor, to let to one or two single gentlemen, at No. 175 West 19th-st., near 8th-av.

TO LET WITH BOARD—UNFURNISHED—Front room and bed-room on second floor. Apply at No. 138 East 27th-st., near Lexington-av.

BOARDING.—ELEGANT ROOMS ON SECOND and third floors can now be had at No. 147 West 14th-st. References exchanged.

ROOMS TO RENT, WITH BOARD, AT No. 54 West 17th-st.

COUNTRY BOARD.

COUNTRY BOARD AT WATERLOO-PLACE.—This pleasant location is situated on the South Shrewsbury River, near the Rumson Station of the Long Branch and Seashore Railroad; surf or river bathing. Address S. B. WYCKOFF, Port Washington, Monmouth County, N. J.

BOARD CAN BE OBTAINED IN A private family at Fairfield, Conn.; distance 50 miles from New-York *via* New-York and New-Haven Railroad; for gentlemen and wives, or a family of five or six; good board and accommodations. Apply to

WATERS & THORP, No. 14 John-st.

A FEW BOARDERS TAKEN IN THE suburbs of Jersey City. Address S. S., Jersey City Post-office; references exchanged.

HOTELS.

THE AMERICAN HOUSE,

HANOVER-ST., BOSTON,

is the largest and best arranged hotel in NEW-ENGLAND. The sleeping rooms are spacious and well ventilated; the suites of rooms are well arranged, and completely furnished; and the house will continue to be kept as a first-class hotel in every respect.

LEWIS RICE, Proprietor.

HORSES AND CARRIAGES.

CARRIAGES! CARRIAGES!! CARRIAGES!!!

ALL STYLES OF CARRIAGES,
Several second-hand.
ALL KINDS OF HARNESS.
CALVIN WITTY'S Carriage Warerooms,
No. 638 Broadway, near Bleecker-st.

FOR SALE—ONE TROTTING TEAM, ONE saddle-horse and one pair carriage-horses, all very fine. Inquire of CHAS. W. BATHGATE, Jerome Park.

AUCTION SALES.

30,000 TO 40,000 TONS OF

PITTSTON COAL AT AUCTION.

OFFICE OF THE PENNSYLVANIA COAL COMPANY, No. 111 Broadway, NEW-YORK, Aug. 14, 1867.

The Pennsylvania Coal Company will sell at public auction, on WEDNESDAY, the 21st of August inst., at 10½ o'clock A. M., at Exchange Salesrooms, No. 111 Broadway, by

BURDETT, JONES & CO., Auctioneers,
30,000 to 40,000 tons of fresh mined
PITTSTON COAL,

of the usual sizes, deliverable at Newburgh.

The sale will be positive, and upon the usual conditions for the sale and shipment of the Company's coal; to be stated at the time of sale.

TERMS: Fifty cents per ton advance, in current funds, payable on the day of sale, and the balance within ten days thereafter, at the office of the Company.

GEORGE A. HOYT, Treasurer.

H. H. LEEDS, Auctioneer.

AUCTION SALE.

HENRY H. LEEDS & MINER will sell at auction on WEDNESDAY, Aug. 21, at 10½ o'clock, at No. 69 Leonard-st.:

RESTAURANT AND FIXTURES, consisting of black walnut top bar and lunch counter, marble washstand, with lead pipes, plated-ware, china crockery and glassware, partition and shelving, refrigerator, patent range, new awning, cooking utensils, screens, &c., the above place having been but lately fitted up, and every article in good order.

ADRIAN H. MULLER, Auctioneer.

PEREMPTORY SALE TO CLOSE AN UNDIVIDED INTEREST OF VALUABLE STORE PROPERTY IN BROOKLYN, FRONTING ON THE EAST RIVER, TOGETHER WITH BULKHEAD, PIERS AND WATER RIGHTS, SITUATE BETWEEN WALL AND FULTON-ST. FERRIES.

ADRIAN H. MULLER, P. R. WILKINS & CO. will sell at auction to the highest bidder, at the Exchange Salesroom, No. 111 Broadway, on THURSDAY, Aug. 29, 1867, at 12 o'clock M., the following described real estate, viz.:

FIRST.—The stores known as "Robert's Wall-street Stores," A, B, C, D, the lot being 234 feet front on the river, with an average depth from the bulkhead of 207 feet to Furman-st., together with the bulkhead and water right in front thereof.

SECOND.—The store known as "Robert's Wall-street Store," E, the lot having a front on the river of 106 feet and 240 feet deep to Furman-st., with the pier in front thereof, 21x260 feet.

THIRD.—The lease of the adjoining stores known as "Robert's Wall-street Stores," F, G, H, I, J, with the two piers in front thereof.

FOURTH.—The lease of the stores Nos. 60 and 62 Atlantic Dock.

FIFTH.—The lease of the office on the second floor of No. 105 Front-st., New-York.

The property can be seen by applying on the premises, and maps, with full information, can be had at the office of Messrs. Robert & Co., No. 105 Front-st., or at the auctioneer's office.

The tools and implements will be sold at the Wall-st. stores on SATURDAY, Aug. 31, at 12 o'clock M.

LARGE SALE OF NEW MATERIAL.

DEPOT QUARTERMASTER'S OFFICE, WASHINGTON, D. C., Aug. 15, 1867.

By direction of the Quartermaster-General a large lot of new Quartermaster's stores and horse medicines will be sold at public auction, at Lincoln Depot, under the supervision of Brevet Lieut.-Col. James M. Moore, Quartermaster U. S. A., on MONDAY, Sept. 2, commencing at 10 A. M., consisting in part of

108 lbs. ingot copper,
575 coal oil burners,
4,000 tin cups,
2,500 lbs. iron wire,
658 lbs. R. R. and other spikes,
103 carpenters', &c., clamps,
7,679 lbs. oil-tanned leather,
846 lbs. sole leather,
2,483 lbs. oakum,
177 lbs. Mica,
216 lbs. packing hemp,
271 spools W. and B. thread,
8,100 feet coil chain,

90 coal oil lamps,
5,000 table legs,
17,444 lbs. asst. iron nuts,
7,481 lbs. iron and copper rivets,
14,648 handles, axe, pick, plane, &c.,
110 wagon saddletrees,
210 wrenches, Government pattern,
9 gang saws,
244 yds. paper muslin,
1,382 feet linen hose,
200 feet gutta percha tubing.

ALSO,

130 lbs. aloes,
100 lbs. calomel,
100 lbs. sugar lead,
546 lbs. sulphur,
100 lbs. tartar emetic,
75 lbs. corrosive sublimate,

39 lbs. iodide potassa,
300 lbs. sulphate copper,
100 lbs. alum,
362 lbs. glauber salts,
100 lbs. epsom salts,
100 lbs. nitrate potassa,
56 lbs. cream tartar,

447 lbs. oils juniper, spike, amber, wintergreen, British, croton, hemlock, &c., &c.; 473 lbs. tinctures, lobelia, ginger, iodine, myrrh, hemlock, &c; red precipitate, spatulas, prescription scales, syringes, ointment, do. jars, &c., &c.

Catalogues of sale can be had upon application.

Terms: cash, in Government funds.

By order of Gen. C. H. TOMPKINS, Depot Quartermaster.

JAMES M. MOORE,
Brevet Lieut.-Col., Q. M. in charge.

LARGE SALE OF PUBLIC PROPERTY.

OFFICE ARMY CLOTHING AND EQUIPAGE, ST. LOUIS, Mo., Aug. 15, 1867.

Will be sold at public auction, at the Depot of Army Clothing and Equipage, No. 907 North Main-st., St. Louis, on TUESDAY, the 3d day of September next, commencing at 11 o'clock A. M., to be continued from day to day, the following articles of army clothing and equipage:

72,000 Great Coats (Footmen's.)
58,000 Great Coats (Horsemen's.)
50,000 Uniform Hats.
50,000 Ostrich Feathers.
50,000 Hat Cords and Tassels (Blue.)
50,000 Forage Caps.
3,111 Uniform Frock Coats.
45,00 Uniform Jackets.
8,451 Veteran Reserve Jackets.
328 Knit Jackets.
18,680 Lined Sack Coats.
66,212 Unlined Sack Coats.
7,600 Overalls.
6,000 Stable Frocks.
83,425 Knit Shirts.
69,445 Knit Drawers.
20,000 Leather Neck-stocks.
1,000 Worsted Sashes.
262 pairs Boots.
16,653 pairs Bootees.
12,880 pairs Trousers, (Footmen's.)
15,600 pairs Trousers, (Horsemen's.)
50,0 6 Haversacks.
50,000 Knapsacks.
25,000 Rubber Blankets.
63,500 Woolen Blankets.
20,000 Pickaxes.
15,400 Pickax Handles.

These articles are all new and offer great inducements to dealers throughout the country.

A small quantity of damaged property will be sold at the same time and place.

Samples of all can be seen at the depot within ten days of sale, and catalogues had.

TERMS—Cash in Government funds; ten per cent. down and the balance before the goods are taken from the depot, which must be within five days after the sale, under forfeiture of the purchase and the ten per cent. deposited. By order of the Quartermaster-General,

JOHN F. RODGERS,
Captain and Military Storekeeper.

OFFICE OF ASSISTANT QUARTERMASTER GENERAL, No. 17 STATE-ST., NEW-YORK CITY, Aug. 17, 1867.

IN PURSUANCE OF ORDERS FROM the War Department, I will sell at public auction, at Fort Wadsworth, New-York Harbor, on MONDAY, the 26th inst., at 11 o'clock A. M., the following property, viz.:

Four barracks, each 88.9x22.4x30.
Two mess rooms and kitchens, each 58.9x22.4.
One officers' quarters, 80.10x22.12.
One hospital laundry, 100x21x15.
One building, 45.8x21.6.

Terms of sale cash on rendition of accounts by the Auctioneer.

A deposit of 10 per cent. on amount of bids will be required.

RUFUS INGALLS,
Brevet Major-Gen. and A. Q. M. G.

NOTICE IS HEREBY GIVEN THAT under and by virtue of a certain instrument of indenture, dated the sixth day of February, in the year one thousand eight hundred and forty-nine, made and entered into between EDWARD K. COLLINS, JAMES BROWN, ELISHA RIGGS, WILLIAM S. WETMORE and STEWART BROWN, of the first part; PROSPER M. WETMORE, of the second part, and the United States of America, by JOHN Y. MASON, Secretary of the Navy of the United States, of the third part, and for the purpose of obtaining repayment of the sum of one hundred and fifteen thousand and five hundred dollars, being the amount of the outstanding balance of advances due, unpaid and unrefunded to the United States, with interest thereon from the twentieth day of February, in the year one thousand eight hundred and fifty-eight, I will on the first day of November, in the year one thousand eight hundred and fifty-eight, at 12 o'clock at noon sell at the Merchants' Exchange, at the City of New York, at public auction, for cash, the steamship *Atlantic*, her tackle, apparel, &c.

PROSPER M. WETMORE, Trustee.

NEW-YORK, April 19, 1858.

The above sale having been postponed from time to time to this date, it is hereby again postponed until THURSDAY, October twenty, one thousand eight hundred and sixty-four, at the Merchants' Exchange Salesroom, No. 111 Broadway, in the City of New-York, at twelve o'clock at noon.

PROSPER M. WETMORE, Trustee.

NEW-YORK, May 31, 1864.

The above sale is postponed till WEDNESDAY, November thirty, one thousand eight hundred and sixty-four, at the same hour and place.

PROSPER M. WETMORE, Trustee.

NEW-YORK, October 20, 1864.

The above sale is postponed till THURSDAY, January twenty-six, one thousand eight hundred and sixty-five, at the same hour and place.

PROSPER M. WETMORE, Trustee.

NEW-YORK, November 30, 1864.

The above sale is postponed till THURSDAY, March twenty-three, one thousand eight hundred and sixty-five, at the same hour and place.

PROSPER M. WETMORE, Trustee.

NEW-YORK, January 26, 1865.

The above sale is postponed till WEDNESDAY, April twenty-six, one thousand eight hundred and sixty-five, at the same hour and place.

PROSPER M. WETMORE, Trustee.

NEW-YORK, March 23, 1865.

The above sale is postponed till WEDNESDAY, May twenty-four, one thousand eight hundred and sixty-five, at the same hour and place.

PROSPER M. WETMORE, Trustee.

NEW-YORK, April 26, 1865.

The above sale is postponed till Wednesday, June 28, 1865, at the same hour and place.

PROSPER M. WETMORE, Trustee.

NEW-YORK, May 24, 1865.

The above sale is postponed till WEDNESDAY, August 23, 1865, at the same hour and place.

PROSPER M. WETMORE, Trustee.

NEW-YORK, June 28, 1865.

The above sale is postponed till THURSDAY, October twenty-six, one thousand eight hundred and sixty-five, at the same hour and place.

PROSPER M. WETMORE, Trustee.

NEW-YORK, Aug. 23, 1865. aug24-lawtoct26

The above sale is postponed till THURSDAY, December twenty-eight, one thousand eight hundred and sixty-five, at the same hour and place.

PROSPER M. WETMORE, Trustee.

NEW-YORK, October 26, 1865. oc27-lawtod28

The above sale is postponed till THURSDAY, March twenty-nine, one thousand eight hundred and sixty-six, at the same hour and place.

PROSPER M. WETMORE, Trustee.

NEW-YORK, Dec. 28, 1865. d29-lawtom29

The above sale is postponed till THURSDAY, May thirty-first, one thousand eight hundred and sixty-six, at the same hour and place.

PROSPER M. WETMORE, Trustee.

NEW-YORK, March 29, 1866. mh30-lawtom31

The above sale is postponed till THURSDAY, July twenty-six, one thousand eight hundred and sixty-six at the same hour and place.

PROSPER M. WETMORE, Trustee.

NEW-YORK, May 31, 1866. jel-lawtojy26

The above sale is postponed till THURSDAY, October twenty-fifth, one thousand eight hundred and sixty-six, at the same hour and place.

PROSPER M. WETMORE, Trustee.

NEW-YORK, July 26, 1866. jy27-lawtooc25

The above sale is postponed till THURSDAY, December twenty-seventh, one thousand eight hundred and sixty-six, at the same hour and place.

PROSPER M. WETMORE, Trustee.

NEW-YORK, Oct. 26, 1866. oc26-lawtodec27

The above sale is postponed till THURSDAY, January thirty-first, one thousand eight hundred and sixty-seven, at the same hour and place.

PROSPER M. WETMORE, Trustee.

NEW-YORK, Dec. 27, 1866. dec28-lawtojan31

The above sale is postponed till THURSDAY, March twenty-eighth, one thousand eight hundred and sixty-seven, at the same hour and place.

PROSPER M. WETMORE, Trustee.

NEW-YORK, Jan. 31, 1867. feb1-lawtomh28

The above sale is postponed till THURSDAY, May thirtieth, one thousand eight hundred and sixty-seven, at the same hour and place.

PROSPER M. WETMORE, Trustee.

NEW-YORK, March 28, 1867. mh29-lawtomy30

The above sale is postponed till THURSDAY, August twenty-ninth, one thousand eight hundred and sixty-seven, at the same hour and place.

PROSPER M. WETMORE, Trustee.

NEW-YORK, May 30, 1867. my30-lawtoau29

AUCTION SALES.

A. S. RICHARDS & CO., Auctioneers.

BOOTS AND SHOES AT AUCTION.

A. S. RICHARDS

will sell on WEDNESDAY, Aug. 14, 1867,

at their store, No. 44 Cortlandt-st.,

a very large variety of

FALL AND WINTER GOODS,

including several thousand pairs of

ARMY BROGANS.

Catalogues early on morning of sale.

EDWARD M. BROWN, Auctioneer.

BY T. R. MINTURN.

THIS DAY, (Tuesday,) Aug. 20, at 11 o'clock, within the store:

111 boxes fresh Sicily Oranges.
95 boxes fresh Sicily Lemons.
Landing ex steamer from Liverpool.
2,006 packages Malaga Raisins, whole, half and quarter boxes.

FIFTY-THIRD AUCTION SALE.

75,000

TONS SCRANTON COAL,

ON WEDNESDAY, AUG. 28, 1867.

NEW-YORK, Aug. 17, 1867.

The DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY will sell, by Messrs. JOHN H. DRAPER & CO., Auctioneers, at the Company's salesroom, No. 26 Exchange-place, corner of William-street, New-York, on WEDNESDAY, Aug. 28, at 12 o'clock noon,

SEVENTY-FIVE THOUSAND TONS

of fresh-mined coal, from the Lackawanna regions, of the usual sizes, deliverable at their depot, Elizabethport, N. J., during the month of September, 1867.

Also, at the same time and place,

TEN THOUSAND TONS,

deliverable at Washington, N. J.

Terms—Fifty cents per ton, payable in current funds on the day of sale, and the balance within ten days thereafter, if required, at the office of the Company.

JOHN BRISBIN, President.

MORRIS WILKINS, Auctioneer.

CONDEMNED STORES, PROVISIONS, CLOTHING, &C., &C., AT AUCTION, BY ORDER OF CHIEF OF BUREAU OF PROVISION AND CLOTHING.

E. H. LUDLOW & CO. will sell at auction on WEDNESDAY, Aug. 28, 1867, at 12 o'clock, at the United States Navy-yard, Brooklyn, N. Y.:

PROVISION.—A large quantity of bread, beef, pork, flour, rice, dried apples, sugar, butter, beans, coffee, &c.

CLOTHING.—Pea jackets, round jackets, flannel shirts and drawers, cloth and satinet trowsers, seamless coats, mattresses, blankets, sheeting, shoes, &c., &c.

SMALL STORES.—Tobacco, soap, thread, sewing silk, brushes, buttons, handkerchiefs, tape, blacking, mustard and pepper.

CONTINGENTS.—1,000 pounds candles, lot of scales, weights, measures, &c., &c.

GEORGE F. CUTLER, Paymaster U. S. N.

PUBLIC NOTICES.

DEPARTMENT OF THE INTERIOR, UNITED STATES PATENT OFFICE, WASHINGTON, Aug. 7, 1867.

ON THE PETITION OF HENRY WATERMAN, of Hudson, New-York, praying for the extension of a patent granted to him the 15th day of November, 1853, and reissued the 9th day of July, 1867, for an improvement in Safty-valves for Locomotive Engines for seven years from the expiration of said patent, which takes place on the 15th day of November, 1867, it is ordered that the said petition be heard at the Patent Office on Monday, the 28th day of October next, at 12 o'clock M.; and all persons are notified to appear and show cause, if any they have, why said petition ought not to be granted.

Persons opposing the extension are required to file in the Patent Office their objections, specially set forth in writing, at least twenty days before the day of hearing; all testimony filed, by either party, to be used at the said hearing, must be taken and transmitted in accordance with the rules of the office, which will be furnished on application.

Depositions and other papers, relied upon as testimony must be filed in the office twenty days before the day of hearing: the arguments, if any, within ten days after filing the testimony.

Ordered, also, that this notice be published in the *Republican* and the *Intelligencer*, Washington, D. C., and in the *Times*, New-York, N. Y., once a week for three successive weeks; the first of said publications to be at least sixty days previous to the day of hearing.

T. C. THEAKER,
Commissioner of Patents.

OFFICE OF COLLECTOR OF INTERNAL REVENUE, FOURTH COLLECTION DISTRICT, STATE OF NEW-YORK (comprising the Third, Fifth, Sixth and Eighth Wards of the City of New-York), No. 61 Chambers-street.

ANNUAL TAX NOTICE.

Notice is hereby given that the annual list of taxes assessed in the above Collection District for the year beginning May 1, 1867, has been received from the Assessor, and that the duties, taxes and licenses therein specified have become due and payable. The undersigned will attend personally, or by his deputy, at his office, No. 61 Chambers-street, daily (Sundays excepted), commencing on the second day of August ensuing and ending on the second day of September, for the receipt of said duties, taxes, &c. The taxes included in the annual list are upon plate, carriages, yachts, billiard tables, pianofortes, gold watches, licenses, and upon incomes for the year 1866. All persons who shall neglect to pay the sums due by them respectively, according to the list aforesaid, within the time herein specified, will become liable to the penalties prescribed by law.

Office hours from 9 A. M. to 3 P. M.

J. F. BAILEY, Collector.

Dated New-York, July 15, 1867.

CORPORATION NOTICE.—SALE OF PROPERTY FOR UNPAID TAXES AND CROTON WATER RENTS.—Public notice is hereby given that a sale of property for unpaid taxes for the year 1863 and for regular rents for Croton water for the year 1862, will take place at auction, at the City Hall, in the City of New-York, on THURSDAY, the fourteenth day of November next, at twelve o'clock noon, and continue from day to day until the whole of said property shall be sold, and that the detailed statement of the property to be sold for unpaid taxes and Croton water rents is published once a week in the New-York *Daily Tribune*, a newspaper printed and published in the City of New-York.

By order of R. B. CONNOLLY, Comptroller.

A. S. CADY, Clerk of Arrears.

NEW-YORK, Aug. 8, 1867.

NOTICE IS HEREBY GIVEN THAT application has been made to the GUYANDOTTE LAND COMPANY for the issue of duplicate certificates of the capital stock of said Company in place of the following certificates, lost or destroyed:

Certificate No. 17, for 490 shares, issued to Henry P. Wilson Jan. 11, 1855.

Certificate No. 18, for 300 shares, issued to Philip L. Frenean Jan. 11, 1855.

Certificate No. 19, for 200 shares, issued to William A. Stebbins Jan. 11, 1855.

Certificate No. 38, for 38 shares, issued to Edgar J. Bartow Aug. 31, 1855.

JULY 23, 1867. LYMAN DENISON.

MEDICAL.

PRIVATE DISEASES CURED BY DR. KENNEDY, No. 191 Stanton-st., in less time than any other, or no pay. Thousands elsewhere ruined, are by Dr. KENNEDY satisfactorily, perfectly cured. A cure in from 1 to 5 days of Gonorrhœa, Gleet, Strictures, Syphilis, and all venereal diseases, without mercury. Be wise in time. Dr. KENNEDY'S remedies are the only medicines on earth to cure certain diseases.

HASTEN TO DR. KENNEDY, NO. 191 STANTON-st.—He makes the greatest cures known. In 28 years' practice he has cured more cases of Secret Diseases than all others. Will cure you in less time and at less expense than any other. Call; it will take but little money and time to restore you. Call at once. Sufferers from Impotency, or loss of sexual power, restored to full vigor. Call on or address Dr. KENNEDY, No. 191 Stanton-st. Advice at all hours free of charge.

SPECIAL MEDICAL AND SURGICAL TREATMENT for the cure of all Diseases of a Private Character, at the office of DR. GRINDLE. Those who are suffering from GONORRHŒA, SYPHILIS, GLEET, STRICTURE, FISTULA, RHEUMATISM, IRRITATION OF THE BLADDER, IMPOTENCE, nocturnal or diurnal emissions, the result of youthful indiscretions, or any disease whatever of the genito-urinary organs or pelvic-viscera. Sores and ulcers of all kinds skillfully treated. Those who have been unskillfully treated elsewhere, should consult their own interest and call on Dr. H. D. GRINDLE, NO. 6 AMITY-PLACE, BETWEEN BLEECKER AND AMITY STS. Examination of the urine daily by chemical analysis, and under the microscope.

DR. LARMONT, NO. 173 BROADWAY.—Treatment from 10 to 5. "Medical Adviser and Marriage Guides," on his special treatment of local, constitutional, nervous diseases, stricture, fistula, piles, &c., $1 50.

DR. HUNTER CAN CURE WORST cases of certain diseases, without mercury, in shorter time than any other physician, or no pay taken. No. 3 Division-st. One dollar per vial. Book of sixty pages gratis.

DR. HUNTER'S BOTANIC CORDIAL restores vigor of youth in one week; gives health and strength to the most debilitated; $5 per vial. No. 3 Division-st. Book on nervous debility. 60 pages, gratis.

DR. HUNTER'S RED DROPS—THE ONLY thing on earth that will really cure certain diseases without injury to the constitution; all others dry it in the blood. $1 per vial. No. 3 Division-st., since 1834.

TO MARRIED AND SINGLE LADIES.

PORTUGUESE FEMALE MONTHLY PILLS.—In all cases of stoppage or irregularity, from whatever cause, they are certain to succeed in forty-eight hours, safe and healthy. They cannot fail in any case. Price $4 a box. Dr. A. M. MAURICEAU, Professor of Diseases of Women, No. 129 Liberty-st., or sent by mail in letter envelope.

Dr. Mauriceau guarantees a safe and immediate removal of all special irregularities in females with or without medicine, at one interview.

Dr. Mauriceau is the author of "The Married Woman's Private Medical Companion," strictly intended for those whose health or circumstances forbid a too rapid increase of family. Price $1. Sold at his office, 129 Liberty-st., N. Y., or sent by mail, free of postage.

TO MARRIED LADIES.—MADAME RESTELL, Professor of Midwifery over 30 years, guarantees a safe and immediate removal of all obstructions from whatever cause, with or without medicine, at one interview, or by mail. Her INFALLIBLE FRENCH MONTHLY PILLS, No. 1, price $1, or No. 2, price $5, which are four degrees stronger, and can never fail, are safe and healthy. Office No. 1 East 52d-st., first door from 5th-av., or sent by mail. Also sold at Druggists, No. 152 Greenwich-st. and No. 317½ Bowery.

A PHYSIOLOGICAL VIEW OF MARRIAGE—Containing nearly 300 pages and 150 fine plates and engravings of the anatomy of the sexual organs, in a state of health and disease, with a treatise on self-abuse, its deplorable consequences upon the mind and body, with the author's plan of treatment—the only rational and successful mode of cure, as shown by the report of cases treated. A truthful adviser of the married and those contemplating marriage, who entertain doubts of their physical condition. Sent, free of postage, to any address on receipt of 25 cents, in specie or postage stamps. Address Dr. LA CROIX, No. 31 Maiden-lane, Albany, N. Y.

SURGICAL HOSPITAL FOR THE TREATMENT of stricture, varicocele, hemorrhoids, fistula, and the more obscure diseases of the pelvic viscera, under the exclusive control of EDWARD H. DIXON, M. D., Editor of the *Scalpel*. Office hours from 8 to 9, 1 to 3, and 7 to 9 evenings, at Doctor's residence, No. 42 5th-av.

MANHOOD AND THE VIGOR OF YOUTH regained by using Dr. POWERS' ESSENCE OF LIFE. Radically curing Seminal Weakness, Sexual Debility, Impediments to Marriage; Nervousness and Physical Incapacity, results of self-abuse. 191 Stanton-st.

WHEN YOUTHFUL FOLLY INDUCES impotency, Dr. KENNEDY'S Invigorator produces instant restoration of animal functions. 191 Stanton-st.

LADIES' DERANGEMENTS CURED BY the French Compound-like Magic. Sealed, by mail. Consult, or address Dr. POWERS, No. 191 Stanton-st.

A CURE AT ONE INTERVIEW FOR married ladies, by Dr. POWERS. Office, 191 Stanton-st.; his Periodical Compound guaranteed effectual.

LADIES CAN ALWAYS RELY ON DR. POWERS' Unfailing French Periodical Compound and Pills; one interview sufficient. Office 191 Stanton-st.

WHY IS IT THAT DR. GRINDLE makes such remarkable cures of special diseases? Because Dr. GRINDLE is an educated physician, thoroughly understanding anatomy, physiology and the pathology of the disease.

SHIPPING.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMSHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50 North River, as follows:

PEREIRE..........DUCHESNE....SATURDAY, Aug. 24
VILLE DE PARIS..SURMONT....SATURDAY, Sept. 7
EUROPE..........LEMARIE.....SATURDAY, Sept. 21

PRICE OF PASSAGE (including wine) payable in gold or equivalent in currency,
TO BREST OR HAVRE,
First cabin, $160; second cabin, $90.
TO PARIS,
including railway tickets, furnished on board,
First cabin, $165; second cabin, $93

Baggage checked through to Paris.
Medical attendance free of charge.
These steamers do not carry steerage passengers.

American travelers going to or returning from the continent of Europe, by taking the steamers of this line, avoid unnecessary risks from transit by English railways and crossing the channel, besides saving much time, trouble and expense.

GEO. MACKENZIE, Agent, No. 58 Broadway.

SAFETY, SPEED AND COMFORT.

FURTHER REDUCTION IN PASSAGE RATES.

Favorite passenger steamers of the ANCHOR LINE sail every SATURDAY with passengers for
LIVERPOOL, GLASGOW AND DERRY.
BRITANNIA, LAIRD, SATURDAY, Aug. 24.
HIBERNIA, MUNRO, SATURDAY, Aug. 31.
UNITED KINGDOM, SMITH, SATURDAY, Sept. 7.
From the Company's Pier, No. 20 North River.

Rates of passage, payable in currency:
To Liverpool, Glasgow and Derry, cabins, $90 and $75, according to location.
Excursion tickets, good for twelve months, $160.
Intermediate, $35; Steerage, $25.
Prepaid certificates from these ports, $35.
Passengers booked to and from Hamburg, Rotterdam, Antwerp, Havre, &c., at very low rates.
For further information apply at the Company's office, No. 6 Bowling-green, New-York.

FRANCIS MACDONALD & CO., Agents.

To avoid imposition, passengers will please come direct to the office, as this Company does not employ runners.

LONDON AND NEW-YORK STEAMSHIP LINE.

Passage to London or Brest, $110, $75 and $30 currency.
Excursion tickets at reduced rates available for six months.
WM. PENN, Capt. BILLINGS, from New-York, Aug. 31.
ATALANTA, Capt. PINKHAM, from New-York, Sept. 14.
BELLONA, Capt. DIXON, from New-York, Sept. 28.
CELLA, Capt. GLEADELL, from New-York, Oct. 12.

The elegant British iron steamship WM. PENN will leave Pier No. 3, North River, for London, calling at Brest, on SATURDAY, Aug. 31, at 12 M.

Until further notice all the steamers of this line will call at Brest to land passengers. Tickets sold through by rail to Paris at 25 per cent. less than regular rates.

Freight will be taken and through bills of lading given to Havre, Antwerp, Rotterdam, Amsterdam, and Dunkirk.

For passage apply to ROBERT N. CLARK, No. 26 Broadway.
For freight apply at No. 54 South-st.
HOWLAND & ASPINWALL, Agents.

THE NATIONAL LINE.

Steamers weekly to Liverpool and Queenstown, leaving Pier No. 47 North River, every SATURDAY.
DENMARK, THOMSON..........SATURDAY, Aug. 24
ERIN, HALL..........SATURDAY, Aug. 31
PENNSYLVANIA, LEWIS..........SATURDAY, Sept. 7
VIRGINIA, PROWSE..........SATURDAY, Sept. 14
Cabin passage, payable in gold, $90 and $75.
Steerage passage to Liverpool or Queenstown, $25 in currency.
Steerage tickets from Liverpool or Queenstown $35 in currency.

REDUCTION IN FREIGHT.—This company will now carry fine measurement goods from Liverpool at a maximum rate of 30 shillings per ton of 40 cubic feet and five per cent. primage.

For further particulars apply at the office of the Company, Nos. 57 and 27 Broadway, or No. 73 Broadway.
F. W. J. HURST, Manager.

ONLY AMERICAN LINE TO ENGLAND AND FRANCE.

The New-York and Havre Steamship Company's first-class mail steamships ARAGO and FULTON, to Havre, calling at Falmouth, carrying the United States mails, from Pier No. 46 North River, on the following days, at noon:
FULTON..........C. H. Townsend...Saturday, Aug. 31
ARAGO..........H. A. Gadsden...Saturday, Sept. 28
FULTON..........C. H. Townsend...Saturday, Oct. 26
ARAGO..........H. A. Gadsden...Saturday, Nov. 23
and every twenty-eight days thereafter.
PRICES OF PASSAGE, PAYABLE IN GOLD,
FIRST-CLASS..........$120
SECOND-CLASS..........70
Through tickets to London $5 extra.
An experienced surgeon on board.
The Company will not be responsible for specie or valuables unless bills of lading, having the value expressed, are signed therefor.
For further information apply to
JOSEPH J. COMSTOCK, Agent, No. 7 Broadway, New-York.
JAS. A. WOTTON, Havre, General Agent in Europe.
LHERBETTE, KANE & CO., Paris.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.

BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR:
AND
BETWEEN BOSTON AND LIVERPOOL, CALLING AT HALIFAX AND CORK HARBOR.
RUSSIA leaves New-York, Wednesday, August 21.
JAVA leaves Boston, Wednesday, August 28.
SCOTIA leaves New-York, Wednesday, Sept. 4.
CUBA leaves Boston, Wednesday, Sept. 11.
PERSIA leaves New-York, Wednesday, Sept. 18.
CHINA leaves Boston, Wednesday, Sept. 25.
FROM NEW-YORK TO LIVERPOOL.
Chief Cabin Passage..........$150
Second Cabin Passage..........80
FROM NEW-YORK TO PARIS
Chief Cabin Passage..........$165
FROM BOSTON TO LIVERPOOL.
Chief Cabin Passage..........$125
Second Cabin Passage..........70
Payable in gold, or its equivalent in United States currency.
Berths not secured until paid for.
An experienced surgeon on board.
The owners of these ships will not be accountable for specie or valuables unless bills of lading having the value expressed are signed therefor.
For freight or passage, apply to E. CUNARD, No. 4 Bowling-green.

CUNARD LINE OF EXTRA STEAMERS.

BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT QUEENSTOWN.
FROM NEW-YORK EVERY WEEK,
TARIFA..........Saturday, Aug. 24
PALMYRA..........Wednesday, Aug. 28
RATES OF PASSAGE:
Cabin..........$80 Gold.
Steerage..........$25 Currency.
Steerage tickets from Liverpool or Queenstown $35 currency.
For Steerage Passage, apply at No. 69 Broadway.
For Freight and Cabin Passage, at No. 4 Bowling-green.
E. CUNARD.

RETURN TICKETS TO PARIS AND BACK, FIRST CLASS, $200 IN GOLD.

STEAM TO LIVERPOOL—CALLING AT QUEENSTOWN.—The Inman Line, sailing semi-weekly, carrying the United States Mails:
CITY OF PARIS..........SATURDAY....Aug. 24
CITY OF NEW-YORK..........WEDNESDAY....Aug. 28
CITY OF ANTWERP..........SATURDAY....Aug. 31
CITY OF BOSTON..........SATURDAY....Sept. 7
ETNA..........WEDNESDAY....Sept. 11
and each succeeding SATURDAY and WEDNESDAY, at noon, from Pier No. 45 North River.
RATES OF PASSAGE
By the mail steamer sailing every Saturday.

PAYABLE IN GOLD.		PAYABLE IN CURRENCY.	
First Cabin	$110	Steerage	$30
First Cabin to London	115	Steerage to London	35
First Cabin to Paris	125	Steerage to Paris	45

Passage by the Wednesday steamers, first cabin, $110; steerage, $30. Payable in United States Currency.
Passengers also forwarded to Havre, Hamburg, Bremen, &c., at moderate rates.
Steerage passage from Liverpool or Queenstown, $40 currency. Tickets can be bought here by persons sending for their friends.
For further information, apply at the Company's offices.
JOHN G. DALE, Agent, No. 15 Broadway, New-York,
or No. 411 Chestnut-st., Philadelphia.

LIVERPOOL AND GREAT WESTERN STEAM COMPANY.

The following FIRST-CLASS IRON STEAMSHIPS, built expressly for the New-York trade, are intended to sail regularly between NEW-YORK AND LIVERPOOL, calling at QUEENSTOWN, viz.:
MANHATTAN, MINNESOTA,
CHICAGO, NEBRASKA,
with other first-class steamers building. To sail:
NEBRASKA..........WEDNESDAY, Aug. 28
MANHATTAN..........WEDNESDAY, Sept. 11
MINNESOTA..........WEDNESDAY, Sept. 25
From Pier No. 37 East River.
Cabin, (the accommodations being equal to any Atlantic steamer,) $90 and $75; return tickets, $160, gold; steerage, $25, currency.
Tickets to bring out passengers from Europe can be obtained on reasonable terms. For freight or passage apply to WILLIAMS & GUION, No. 71 Wall-st.
For steerage passage to WILLIAMS & GUION, No. 29 Broadway.

DIRECT STEAMSHIP LINE BETWEEN ANTWERP AND NEW-YORK.

The undersigned will dispatch the first-class English iron steamers
OTTAWA, Capt. ARCHER,
MEDWAY, Capt. HARRIS.
FROM NEW-YORK—June 1, June 22, July 17.
FROM ANTWERP—May 29, June 26, July 17.
Taking passengers at the following rates:
From Antwerp—First Cabin..........90 00
Steerage..........40 00
From New-York, first cabin, according to location of state-rooms..........$75—$90 00
Steerage..........32 50
EXCURSION TICKETS AT
First Cabin..........$170 | Steerage..........$67 50
Payable in gold or its equivalent.
Freight is taken at the lowest rates for Antwerp, Rotterdam and Amsterdam.
Apply to HILLER & CO., New-York.
For freight and cabin passage, No. 57 Broadway; for steerage, No. 3 Chambers-st.

NEW AND DIRECT LINE OF STEAMERS TO ANTWERP.—The A 1 iron steamship CLEOPATRA, WM. DONALD, Commander, will sail for the above port on SATURDAY, 17th August, from Pier No. 8 North River.
For freight or passage apply to
CHRISTIAN BROS, No. 18 Exchange-place,
Or FUNCH, MEINCKE & WENDT, Brokers.
No. 15 South William-st.
To be followed by the steamer ACHILLES, WM. RICHES, Commander.

STEAM BETWEEN ANTWERP AND NEW-YORK.—The Liverpool, New-York and Philadelphia Steamship Company, INMAN LINE, will dispatch one of their steamships from Antwerp to New-York every month, commencing with
CITY OF CORK..........WEDNESDAY, Oct. 2
KANGAROO..........WEDNESDAY, Oct. 23
From Pier No. 45 North River.
For further information, apply at the Company's office.
JOHN G. DALE, Agent, No. 15 Broadway, New-York.

UNITED STATES MAIL TO HAVANA.

ATLANTIC MAIL STEAMSHIP COMPANY.
Sailing every THURSDAY from Pier No. 4 North River, at 3 P. M.
COLUMBIA, D. B. BARTON, Master, Aug. 22.
MISSOURI, G. W. PALMER, Master, Aug. 29.
For freight or passage apply to
GEO. B. HARTSON, President, No. 5 Bowling-green.

STAR LINE FOR NEW-ORLEANS.—THE NEW-YORK MAIL STEAMSHIP COMPANY'S fine ocean steamers will leave Pier No. 46 North River, at 3 P. M., as follows:
MONTEREY, on SATURDAY, Aug. 31.
All bills of lading signed at the office upon the pier.
For freight or passage apply to GEO. B. HARTSON, President, No. 5 Bowling-green.

PASSENGERS PER RUSSIA ARE REQUESTED to be on board at the Company's wharf, Jersey City, by 9 o'clock on WEDNESDAY MORNING, 21st inst. E. CUNARD, No. 4 Bowling-green.

TRAVELERS FOR EUROPE CAN HAVE trunks, packages, valuables sent to or from any part of Europe at moderate charge, through the American European Express. AUSTIN, BALDWIN & CO., No. 72 Broadway.

SHIPPING.

NEW-YORK & BREMEN STEAMSHIP CO.

THE CHEAPEST LINE.
THE FIRST-CLASS U. S. MAIL STEAMSHIP WESTERN METROPOLIS, Capt. WM. WEIR, will leave Pier 46 N. R., on Saturday, Aug. 24, at 12 M.,
FOR SOUTHAMPTON AND BREMEN,
taking passengers to Southampton, Havre and Bremen, at the following rates, payable in gold or its equivalent in currency—to Paris or London $5 additional:
First cabin, $110; second cabin, $65; steerage, $35.
From Bremen, Southampton and Havre to New-York, first cabin, $110; second cabin, $75; steerage, 43.
EXCURSION TICKETS OUT AND HOME.
First cabin, $210; second cabin, $130; steerage, $70.
NORTHERN LIGHT, Capt. A. G. JONES..........Sept. 7
For freight, expressage, bills of exchange or passage apply to ISAAC TAYLOR, President, 40 Broadway.

PACIFIC MAIL STEAMSHIP COMPANY'S THROUGH LINE TO CALIFORNIA AND CHINA,

CARRYING UNITED STATES MAIL VIA PANAMA RAILROAD.
Steamers leave Pier No. 42 North River, foot of Canal-st., at 12 o'clock, noon, as follows:
AUGUST 1—ARIZONA, Capt. MAURY, connecting with GOLDEN AGE, Capt. FARNSWORTH.
AUGUST 10—HENRY CHAUNCEY, Capt. GRAY, connecting with GOLDEN CITY, Capt. LAPIDGE.
AUGUST 21—RISING STAR, Capt. C. P. SEABURY, connecting with CONSTITUTION, Capt. ——.
100 pounds baggage allowed free to each adult passenger. Medicines and attendance free.
All departures touch at Acapulco; those of 1st and 21st connect at Panama with steamers for South Pacific ports; 1st and 11th for Central American Ports, and those of 1st touch at Manzanillo.
Departure of 11th of each month connects with the new steam line from Panama to Australia and New-Zealand.
Steamer of August 10th will connect closely with steamer GREAT REPUBLIC from San Francisco, September 3d for Yokohama and Hong Kong; at Yokohama with steamer COSTA RICA for Nagasaki and Shanghae.
For passage tickets and all further information apply at the office on the wharf, foot of Canal-st., North River, New-York.
F. R. BABY, Agent.

FOR CALIFORNIA VIA PANAMA.

The Pacific Mail Steamship Company's steamer RISING STAR will sail on WEDNESDAY, Aug. 21, at 12 o'clock noon.
Freight received from Wednesday, 14th, A. M., until Tuesday, 3 P. M.
For rates, &c., inquire at freight office on Company's Pier, No. 42 North River, foot of Canal-st.
WELLS, FARGO & CO.,
Sole Freight Agents P. M. S. S. Co.

FOR ST. THOMAS AND BRAZIL.

UNITED STATES AND BRAZIL MAIL STEAMSHIP COMPANY.
REGULAR MAIL STEAMERS sailing on the 22d of every month:
SOUTH AMERICA, Capt. E. L. TINKLEPAUGH, Aug. 22.
HAVANA, Capt. GEO. B. SLOCUM, Sept. 22.
NORTH AMERICA, Capt. L. F. TIMMERMAN, Oct. 22.
These elegant steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia and Rio de Janeiro, going and returning. For engagement of freight or passage, apply to GARRISON & ALLEN, Agents, No. 5 Bowling-green, New-York.

FOR NORFOLK, CITY POINT AND RICHMOND.

OLD DOMINION STEAMSHIP COMPANY.
FROM PIER 37 NORTH RIVER, foot of Beach-st.
Steamships ALBEMARLE, SARATOGA, HATTERAS, NIAGARA and VIRGINIA.
Leaving every TUESDAY, THURSDAY and SATURDAY, at 3 o'clock P. M.
Through bills of lading to all points on the Seaboard and Roanoke, Virginia and Tennessee Air Line and Petersburgh Railroads and their connections.
Bills of lading signed on the pier.
For freight or passage apply on the pier, or to
N. L. McCREADY, President,
No. 187 Greenwich-st., corner of Dey-st.

FOR SAVANNAH, GA.

EVERY THURSDAY.
The Atlantic Coast Mail Steamship Company's side-wheel steamships
GEN. BARNES, Capt. MORTON, sails THURSDAY, August 22.
H. LIVINGSTON, Capt. BAKER, sails THURSDAY, August 29.
From Pier No. 36 North River, at 3 P. M. precisely, giving through passage tickets and bills of lading to all points in connection with the Central Railroad of Georgia, and with Atlantic and Gulf Railroad to points in Florida.
For freight or passage apply to
LIVINGSTON, FOX & CO., Agents,
No. 88 Liberty-st.

REGULAR LINE FOR CHARLESTON, S. C.—Freight 10 cents per cubic foot, being a reduction of nearly 50 per cent. For Charleston, the Florida ports, the South and Southwest. First Cabin passage $15.

The fast and popular steamship SARAGOSSA, (of large freight capacity) M. B. CROWELL, Commander, is now receiving her cargo, and will sail on SATURDAY, Aug. 24 inst., at 3 P. M., from Pier No. 14 E. R., foot of Wall-st.
ARTHUR LEARY, No. 73 William-st.

FOR CHARLESTON—EVERY THURSDAY—THE PEOPLE'S MAIL STEAMSHIP CO.'S steamships
E. B. SOUDER, Capt. LEBBY, THURSDAY, Aug 22.
MONEKA, Capt. MARSHMAN, THURSDAY, Aug. 29,
from Pier No. 6 North River, at 3 P. M. Through passage tickets and bills of lading issued to all points South, in connection with the South Carolina Railroad.
For freight or passage apply to
LIVINGSTON, FOX & CO., Agents,
No. 88 Liberty-st.

FOR NEW-ORLEANS DIRECT.

The new and first-class steamship GEN. GRANT, Capt. E. W. HOLMES, will leave Pier No. 9, North River, on SATURDAY, Aug. 24, at 3 o'clock P. M.
For freight or passage, having unsurpassed accommodations, apply to
H. B. CROMWELL & CO., No. 86 West-st.
The GEN. MEADE will follow Aug. 31.

FOR NEW-ORLEANS DIRECT—ATLANTIC Coast Mail Steamship Company's new and first-class light-draft sidewheel steamship RALEIGH, Capt. MARSHMAN, will leave Pier No. 36 North River, for the above port, on SATURDAY, Aug. 24, at 3 P. M.
For freight or passage, having unsurpassed accommodations, apply to
LIVINGSTON, FOX & CO., No. 88 Liberty-st.

REGULAR LINE FOR GALVESTON, TEXAS, DIRECT.

The fine steamship TRADEWIND, Capt. J. T. MORRILL, will leave Pier No. 4 North River on THURSDAY, Aug. 22, at 3 o'clock P. M. precisely, for Galveston direct.
For freight or passage, having superior accommodations, apply to SPOFFORD, TILESTON & CO., No. 29 Broadway.
Goods forwarded to Indianola and Lavacca without charge, and also to the interior by railroad without charge for drayage in Galveston.
The splendid steamer TYBEE will follow on the 31st.

UNITED STATES PASSPORT BUREAU.—U. States passports indispensable to travelers, issued by J. B. NONES, Passport Agent, 262 Broadway.

STEAMBOATS.

LONG ISLAND NAVIGATION COMPANY.

FOR SAG HARBOR, GREENPORT, ORIENT, ORIENT POINT, AND NEW SUFFOLK.

The new and beautiful steamer, RIVER QUEEN, Capt. G. C. GIBBS, leaves Pier No. 26 (Peck-slip) East River, New-York, TUESDAYS, THURSDAYS and SATURDAYS, at 5 P. M., for the above places, connecting by stages with East Hampton, Bridgehampton, Amagansett, Southold and Riverhead. Returning, leaves Sag Harbor, MONDAYS, WEDNESDAYS and FRIDAYS, at 4 P. M., making the entire circuit of Peconic Bay by daylight.

FOR PORT JEFFERSON AND STONY BROOK.
Steamer SUNBEAM, Capt. E. A. HILDRETH, leaves Pier No. 26, TUESDAYS, THURSDAYS and SATURDAYS, as per time table, connecting by stages with Miller's-place, Rocky Point and Setauket.

FOR MYSTIC, CONN.
The elegant steamer ARTISAN, Capt. W. H. GIBBS, leaves Pier No. 26, (Peck-slip,) East River, WEDNESDAYS and SATURDAYS, at 5 P. M., connecting with trains. J. S. TUTHILL, Agent, No. 156 South-st.

GREAT REDUCTION IN FIRST-CLASS FARE.

WEST, NORTH AND EAST.
Via New-York Central and Northern Railroads and Troy Line Steamers, from Pier No. 44 North River, foot of Spring-st., daily at 6 P. M., Saturdays excepted.
FIRST-CLASS PASSENGER FARE FROM NEW-YORK TO ALBANY AND TROY, $1.

Schenectady	1 31	Saratoga	1 75
Fonda	1 39	Fort Edward	2 45
Utica	2 45	Whitehall	3 30
Rome	2 76	Rutland	4 00
Syracuse	3 54	Burlington	6 00
Rochester	5 30	North Adams	2 00
Lockport	6 25	St. Albans	7 25
Suspension Bridge	6 75	Ogdensburgh	10 50
Buffalo	6 75	Montreal	9 75

And proportionate reduction to all intermediate points and stations west from Buffalo.
Tickets sold and baggage checked at the office, No. 308 West-st., or on board.

SHREWSBURY, LONG BRANCH AND RED BANK.

The favorite steamboat META will leave pier foot of Barclay-st., short pier, as follows:

LEAVE NEW-YORK.	LEAVE RED BANK.
Tuesday, 20th, 7 A. M.	Tuesday, 20th, 11 A. M.
Wednesday, 21st, 7½ A. M.	Wednesday, 21st, 11½ A. M.
Thursday, 22d, 8 A. M.	Thursday, 22d, 12½ P. M.

THE STEAMER HELEN FOR SHREWSBURY.

Leave New-York, foot Chambers-st., at 8 o'clock A. M., Tuesday, Wednesday, Thursday and Friday. Saturday, will leave at 12 o'clock M., until further notice.

FOR SHREWSBURY AND LONG BRANCH.—The strong and commodious steamboat SEA BIRD, Capt. H. B. PARKER, will leave foot of Chambers-st. Fare reduced to 25 cents.

LEAVE NEW-YORK.	LEAVE RED BANK.
Wed'sday, Aug. 21. 7½ A. M.	Wed'sday, Aug. 21. 11 A. M.
Thursday, Aug. 22. 8½ A. M.	Thursday, Aug. 22. 12 M.
Friday, Aug. 23. 9½ A. M.	Friday, Aug. 23. 1 P. M.

REGULAR HARTFORD LINE.

First-class steamers STATE OF NEW-YORK and CITY OF HARTFORD leave Peck-slip, East River, daily, (except Sundays) at 4 P. M., for Hartford, Conn., connecting for Springfield, Cabotville, Holyoke, Northampton, and all Connecticut River towns for passengers and freight. Fare $1 50 to Hartford; second-class $1 25, making it the cheapest and most agreeable route to the White Mountains.

SARATOGA, RUTLAND, BUFFALO, Suspension Bridge, Mount Mansfield and White Mountains via Burlington and all points North and West. Albany Day Line.—The steamboats C. VIBBARD and DANIEL DREW will, on and after May 13, leave Desbrosses-st. at 8¾, and 34th-st. at 8¾ A. M. for Albany, landing at Yonkers, Cozzens, West Point, Newburgh, Poughkeepsie, Rhinebeck, Bristol, Catskill, Athens and (Hudson by ferry,) connecting at Athens depot by special train with the New-York Central and Rensselaer and Saratoga railroads via Schenectaday with Albany and Susquehanna Railroad at Junction, and without change of cars with the Lake Champlain steamboats at Whitehall for Rouse Point, arriving at Montreal at 9 A. M. Returning, leave Albany at 8½ A. M.

FOR NORWALK DIRECT—CONNECTING with the Danbury Railroad.—The fast and splendid steamboat NELLY WHITE leaves Pier No. 37 East River, foot of Market-st., EVERY AFTERNOON at 3 o'clock; 34th-st. at 3:10; returning leaves Norwalk at 7:45, or on the arrival of the Danbury and New-Haven trains. Fare 75 cents. Excursion tickets, $1 25. Stages connect for New-Canaan, Wilton and Ridgefield.

SUMMER ARRANGEMENT.—FOR WHITESTONE, Bayles Dock, Great Neck, Sands Point, GLEN COVE, Mott's Dock, Glenwood and Roslyn. On and after Wednesday, May 1, the elegant new steamboat SEAWANHAKA, CHAS. POST, Master, will leave Pier No. 24 East River, (Peck-slip,) daily, Sundays excepted, at 4 P. M. for above-named places. No heavy freight received.

LLOYD'S DOCK, (HUNTINGTON,) OYSTER BAY, (EAST NORWICH,) AND UNION DOCK, (BAYVILLE.)—The fast and commodious steamer D. R. MARTIN, Capt. SAMUEL E. UNDERHILL, leaves Pier No. 24 East River (Catharine-st.,) at 4 P. M., and foot of 37th-st., East River, at 4:10 P. M., daily, for the above-named places.

STEAMBOATS.

NEW ROUTE BETWEEN NEW-YORK AND BOSTON, VIA BRISTOL, R. I.

The Narragansett Steamship Company's new and magnificent steamers BRISTOL, Capt. BENJ. BRAYTON, and PROVIDENCE, Capt. BENJ. M. SIMMONS, are now running on Long Island Sound, leaving Pier No. 40 North River, every afternoon, (Sundays excepted,) at 5 o'clock, connecting at Bristol with the Boston and Providence Railroad, reaching Boston with shorter railroad ride than by any other route—distance by rail 54 miles, time 1 hour and 30 minutes.

These steamers are the largest, staunchest and most elegant ever placed upon American waters in the number and size of their state-rooms, and splendor of their accommodations, they are unrivaled. State-rooms secured, tickets for sale, and freight arrangements made at the office on the Pier. Also, tickets sold at the principal offices of Wescott's Express Company, No. 1 Park-place, Nos. 985 and 945 Broadway; Harlem Railroad Depot, 4th-av. and 26th-st.; Hudson River Railroad, 9th-av. and 29th-st., 6th-av. and 42d-st., and in Brooklyn, No. 289 Washington-st., City Hall-square. By purchasing tickets at any of these offices, baggage can be checked from the residence to destination.

H. O. BRIGGS, General Manager.
G. W. TIERS, Agent.

EAST RIVER LINE TO CONEY ISLAND.—The steamer NAUSHON leaves every day, Sundays included, from North 8th-st., E. D., at 9¾ and 1¾; 8th-st., New-York, 10 and 2; Broome-st., 10¼ and 2¼; Peck-slip, 10½ and 2½; Fulton Ferry, Brooklyn, 10¾ and 2¾; Sackett-st., 11 and 3 o'clock.

NORTHPORT AND WILLETT'S POINT.—The steamer MATTANO, Capt. MARSHALL, leaves Pier No. 34 East River, (Catharine-st.,) daily, for the above-named places, at 3 P. M.; returning, leaves Northport at 6 and Willett's Point at 8:15 A. M.

FOR BRIDGEPORT.—TWO BOATS DAILY from Pier 35 East River, foot of Catharine-st. Fare $1. Steamer BRIDGEPORT, at 12 o'clock noon; and steamer J. B. SCHUYLER, 3 o'clock P. M. Making landing at 34th-st. at 3:10 P. M. Freight received daily. J. B. HUBBELL, Gen. Agent; T. LOCKYER & CO. Agents on Pier.

FOR NEWBURGH, WEST POINT, Poughkeepsie, Rondout and Kingston, landing at Cozzens' Dock, Cornwall, New-Hamburgh and Milton. The steamer MARY POWELL leaves Desbrosses-st. EVERY AFTERNOON at 3½ o'clock.

FOR NEW-HAVEN, HARTFORD AND THE NORTH.—Steamers leave Peck-slip for New-Haven at 3:15 and 11 P. M., connecting with railroad.

EXCURSIONS.

EXCURSIONS FOR KEYPORT—FARE 25 CENTS!—The new, fast and commodious steamer HOLMDEL, Capt. H. E. ACKERSON, will run between Keyport and New-York, landing at short pier No. 26, first above Barclay-st., as follows, during the month of August: Leave Keyport daily (Sundays excepted) at 7 P. M., and
LEAVE NEW-YORK ON
Saturday, 17th, at 2¾ P. M. Wednesday, 21st, at 11 A. M.
Tuesday, 20th, at 10 A. M. Thursday, 22d, at 11 A. M.

DAILY EXCURSIONS TO GLEN COVE AND ROSLYN—Landing at White Stone, Baylis' Dock, Great Neck, Sands' Point, Mott's Dock and Glen Wood. On and after MONDAY, June 3, the steamer ARROWSMITH, Capt. MUTTEE, will leave Peck-slip, Pier No. 24 East River, every morning, at 9¼, for the above landings; returning will leave Roslyn at 3½ P. M.

RAILROADS.

TO RAILWAY TRAVELERS.

APPLETON'S RAILWAY GUIDE contains One Hundred Railway Maps, and the Time Tables of all the Railways of the United States and the Canadas; also a Tourist Guide to the Watering Places, Springs, &c. For sale everywhere.

LONG ISLAND RAILROAD.

SUMMER ARRANGEMENT—CHANGE OF TIME.
Leave James-slip:
7:30 A. M., mail train for Greenport and all way stations.
10 A. M., Syosset, Glen Cove and all way stations.
3 P. M., (Saturdays only,) Farmingdale, train stopping at Jamaica, Mineola, Hempstead, Jerusalem and Farmingdale, on which day the Greenport Express will not stop at stations between Hunter's Point and Farmingdale.
3:30 P. M., Express train for Greenport.
4 P. M., Syosset, Glen Cove and all way stations.
5:30 P. M., North Islip, Glen Cove, and all way stations.
Sunday excursion train leaves Hunter's Point at 8:30 A. M.; returning, arrives at Hunter's Point at 6:45 P. M.
To take effect Saturday, 17th. P. WHITE, Sup't.

MORRIS AND ESSEX RAILROAD.

Depots in New-York foot of Barclay and Christopher sts.
SUMMER ARRANGEMENT, commencing MONDAY, June 17, 1867:
8:00 A. M.—Mail train, connecting at Waterloo with Sussex R. R. for Andover and Newton, and at Washington with Delaware, Lackawanna and Western R. R. for Stroudsburgh, Water Gap and Scranton, and at Easton with L. V. R. R. for Bethlehem and Allentown.
11:45 A. M.—Express train, stopping at Newark, Morristown, Dover, Hackettstown and Washington, connecting at Easton with L. V. R. R. for Bethlehem, Allentown, Mauch Chunk, Wilkesbarre, &c.
4:10 P. M.—Express train, connecting at Easton with L. V. R. R. for Bethlehem, Allentown and Mauch Chunk.
2:30 P. M.—Morristown and intermediate stations.
3:30 P. M.—All stations from Millburn to Hackettstown.
5:00 P. M.—Morristown Express.
6:30 P. M.—Morristown and intermediate stations.
Orange and South Orange at 6:30, 7:45 and 11:30 A. M., and 1:00, 3:40, 4:30, 5:30, 8:45 and 11:45 P. M.
For Newark all above trains and at 9 and 10 A. M. and 7:45 P. M.
A. P. BERTHOUD, General Superintendent.

HUDSON RIVER AND HARLEM RAILROADS.—On and after MONDAY, April 29, 1867, trains for Albany and Troy, connecting with Northern and Western trains, will leave New-York as follows:

8 A. M. Express train, via Hudson River Railroad, 30th-st. and 10th-av., through to Buffalo and Suspension Bridge without change of cars, and connecting at Troy with trains for Saratoga, Rutland, Burlington and the North.

10:30 A. M. Express train via Harlem Railroad, 26th-st. and 4th-av., connecting at Chatham with Western Railroad for Lebanon Springs, Pittsfield, &c., at Albany with Western trains, and at Troy with trains for Saratoga, Rutland, Burlington and the North.

12 M. Express train via Hudson River Railroad, connecting at Albany with train for the West.

3:50 P. M. Express train via Hudson River Railroad, connecting at Albany with Western trains, and at Troy with trains for Montreal, with sleeping-car attached.

4:45 P. M. Express train via Harlem Railroad, connecting at Chatham with Western Railroad for Lebanon Springs, Pittsfield, &c.; and at Albany with Western trains. Sleeping-cars attached at Albany.

6:30 P. M. Express train via Hudson River Railroad, with sleeping-cars attached, and through to Buffalo and Suspension Bridge without change of cars. Also sleeping-car every day excepting Saturdays attached from New-York through to Ogdensburgh without change, via Rome, W. and O. Railroad. Connection at Troy will be made at East Albany. This train will run on Sundays.

11 P. M. Train via Hudson River Railroad, with sleeping-cars attached, connecting at Albany with early trains for Buffalo and Suspension Bridge, and at Troy with trains for Saratoga and points North. This train will run on Sundays.

A Sunday train will be run via Hudson River Railroad from New-York to Poughkeepsie and intermediate stations, leaving New-York at 9 A. M. Returning, leave Poughkeepsie at 3:45 P. M., arriving in New-York at 7 P. M.

Also, a Sunday train via Harlem Railroad, leaving 42d-st. at 9 A. M., and arriving at Millerton at 3:40 P. M. Returning, leave Millerton at 5 P. M., arriving in New-York at 12:30 A. M.

WM. H. VANDERBILT, Vice-President.

ERIE RAILWAY.—TRAINS LEAVE DEPOT foot of Chambers-st., Pavonia Ferry:
8 A. M.—Day Express for Rochester, Buffalo, and all points West and South.
8:30 A. M.—Way Train daily for Otisville and intermediate stations.
10 A. M.—Express Mail, for Buffalo, Salamanca, Dunkirk, and all points West and South.
4 P. M.—Way Train for Turner's and intermediate stations.
4:30 P. M.—Way Express, stopping at Suffern, Turner's, and all stations west of Turner's, to Port Jervis, Newburgh and Warwick.
5 P. M.—Way Train for Suffern and intermediate stations.
5:30 P. M.—Night Express for Rochester, Buffalo, Salamanca, Dunkirk and all points South and West.
6 P. M.—Way Train for Suffern and intermediate stations.
7 P. M.—Night Express, daily, for Rochester, Buffalo, Salamanca, Dunkirk, and all points West and South. By this train sleeping-coaches will run through to Cincinnati without change.
8 P. M.—Emigrant Train, daily, for the West.
Also, Way Trains for Boiling Spring, Passaic and Paterson at 6:45 and 9:15 A. M., 12 M. and 1:45, 3:30, 6:30 and 11 P. M. On Wednesday nights a Theatre Train at 12 o'clock for Suffern and intermediate stations.

SUNDAY TRAINS.—8:30 A. M. Way Train for Otisville; 12 M. and 5 P. M. for Paterson; 7 P. M. Night Express for Dunkirk, Buffalo, Rochester, Salamanca and all points West and South; 11 P. M. for Paterson and Port Jervis.

Express Trains run through to Salamanca, Dunkirk and Buffalo without change of coaches, and in direct connection with all Southern and Western lines.

Perfectly ventilated and luxurious sleeping coaches accompany all Night Trains.

Tickets can be obtained at the Company's offices, No. 241 Broadway; depot foot of Chambers-st., New-York, and Long Dock Depot, Jersey City.

WM. R. BARR, Gen'l Pass. Agent.
H. RIDDLE, Gen'l Sup't.

WHITE MOUNTAINS—LAKES MEMPHREMAGOG and WILLOUGHBY.

FINEST LAKE SCENERY IN THE UNITED STATES, via CONNECTICUT RIVER VALLEY,
Seventy Miles Shorter than any Other Route.
Leave New-York, via New-Haven Railroad at 12:15, (noon,) 3 or 8 P. M., or by New-Haven steamer, Peck-slip, at 3:15 P. M. Passengers by boat lodge at Springfield.
On Saturdays, the 12:15 train (sleeping cars attached) goes through to the Lake without stop.
Maps and particulars in Appleton's Railway Guide and Burt's Guide of Connecticut River Valley.

NORTHERN RAILROAD OF NEW-JERSEY—Trains leave Jersey City for Piermont at 5:15 and 9:25 A. M., at 1:15, 4:22, 5:22, and 6:42 P. M. Saturdays only at 11:15 P. M. The 9:25 A. M., 4:22 and 6:42 P. M. run through to Monsey.
THOMAS W. DEMAREST, Sup't.

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FURNITURE! FURNITURE!!

BRAUNSDORF & METZ, successors to Weil & Braunsdorf, offer their stock of well-assorted furniture, consisting of parlor, sitting-room, library, bedroom and dining-room suites, of the latest styles, to the public, at wholesale prices, at Nos. 125 and 127 Rivington-st., between Essex and Norfolk sts.

N. B.—All goods warranted.

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WARREN WARD & CO.,
MANUFACTURERS OF COTTAGE FURNITURE,
Have removed to their
NEW WAREHOUSE,
Nos. 75 and 77 Spring-st., corner Crosby, one block east of Broadway, between the St. Nicholas and Metropolitan Hotels,
Where they are prepared to furnish every variety of
CHAMBER, PARLOR, LIBRARY
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FURNITURE,
BEDDING, &c., &c.,
UNSURPASSED IN QUALITY AND AT THEIR USUAL REASONABLE PRICES.

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FINE ROSEWOOD PARLOR FURNITURE,
PATENT ROSEWOOD BEDSTEADS,
PATENT ROSEWOOD BUREAUS,
(one lock controlling four drawers.)
Also, Rosewood, Black Walnut and Oak Library, Dining and Bedroom Furniture.
No. 722 Broadway, New-York.
Factory, 3d-av., corner of 76th-st.

INSTRUCTION.

NORTH GRANVILLE LADIES' SEMINARY.

REV. CHARLES F. DOWD, A. M., Principal.
W. WEDWORTH DOWD, A. B., Associate Principal.
For courses of instruction and lectures and for expenses send for catalogue. Next year begins Sept. 18.
HENRY M. DOWD, Agent.
NORTH GRANVILLE, N. Y., July 23, 1867.

SCHOOL OF MINES, COLUMBIA COLLEGE.

Instruction in Mining, Engineering, Metallurgy, Assaying, Analytical Chemistry, &c.,
Reopens Oct. 7. Examination for degree of Engineer of Mines, Oct. 3. For catalogues and requirements for admission apply to C. F. CHANDLER,
Dean of Faculty, East 49th-st., New-York.

MISS ARMSTRONG'S FRENCH AND ENGLISH BOARDING AND DAY SCHOOL FOR YOUNG LADIES, No. 26 East 21st-st., old No. 32, will reopen THURSDAY, Sept. 19.
Miss A. will be at home on and after Sept. 1. All letters addressed as above will be promptly attended to.

MRS. MACAULAY'S FRENCH AND ENGLISH BOARDING AND DAY SCHOOL FOR YOUNG LADIES,
Nos. 261 and 263 Madison-av.,
will reopen on MONDAY, Sept. 23.
Mrs. Macaulay will be in the City from Sept. 5 until that date.
Address by letter as above.

MADAME C. MEARS,

No. 202 MADISON-AVENUE,
will reopen her
FRENCH AND ENGLISH BOARDING AND DAY SCHOOL FOR YOUNG LADIES,
Friday, September 20. Madame M. will be at home after Sept. 3. Until then, all letters addressed as above will be promptly attended to.

MORRIS FEMALE INSTITUTE,

MORRISTOWN, N. J.
A Select Family Boarding School.
* * * "This Institution has already taken a high stand for the safe, thorough, and accomplished education of its pupils." For circulars, address
C. G. HAZELTINE, A. M., Principal.

COLUMBIA COLLEGE LAW SCHOOL.

The tenth annual term of this institution will commence at No. 37 Lafayette-place, New-York, on WEDNESDAY, Oct. 2, and will continue until May 14, 1868. Graduates are admitted to the New-York Bar.
For catalogues containing fuller information address
THEODORE W. DWIGHT, Warden, &c.

MRS. OGDEN HOFFMAN'S

English and French Boarding and Day School for Young Ladies, No. 17 West 38th-st., New-York, will reopen on
THURSDAY, Sept. 19.
Address, until Sept. 15, Lenox, Mass., or as above.

YOUNG LADIES' INSTITUTE,

at Maplewood, Pittsfield, Mass. One of the oldest and most successful schools in the country, widely known for its superior facilities and splendid location. Commences its Fall session Sept. 19, 1867.
C. V. SPEAR, Principal.

MRS. SYLVANUS REED'S

French and English Boarding and Day School for Young Ladies, No. 101 East 38th-st., corner Park-av., will be reopened the 26th of September. Mrs. Reed's address is at Luzerne, N. Y., or as above.

MRS. JOHN W. BLIGH

Will reopen on MONDAY, Sept. 23,
HER ENGLISH AND FRENCH SEMINARY FOR YOUNG LADIES,
No. 48 West 17th-st., New-York.

MRS. WM. STUART APPLETON,

RYE, WESTCHESTER COUNTY, N. Y.
English and French Boarding and Day School for Young Ladies, will open Monday, Sept. 16.
Address for circulars, Rye, New-York.

PARKER ACADEMY,

A Family School for Boys, Woodbury, Litchfield Co., Conn. Preparation for College, West Point, Naval School or Business. Address Rev. ALONZO NORTON LEWIS, A. M., Principal.

MRS. WILLIAMES'

English and French Boarding and Day School, No. 26 West 39th-st., will reopen THURSDAY, Sept. 19. Letters addressed as above.

NEW-YORK AND BROOKLYN CONSERVATORY OF MUSIC.

PARTICULARS HEREAFTER.

HUDSON RIVER INSTITUTE, CLAVERACK, Columbia County, New-York.—Eighteen instructions, eight departments, $300 a year. No extras, except piano music. Term opens Sept. 9. Lewis' gymnastics for ladies; military drill for gents. Every facility for the very best Christian education.
REV. ALONZO FLACK, A. M., Principal.

JOHN MACMULLEN'S CLASSICAL, French, English and Primary School, will be reopened on MONDAY, Sept. 16. A few boarders taken into the family of the Principal at Washington Heights. Families coming late to town may have their sons boarded for a few weeks. Circulars at the bookstore, No. 911 Broadway, and at the school, cor. Broadway and 20th-st.

BEDFORD FEMALE INSTITUTE, IN charge of Mr. and Mrs. R. BOLTON, a family school for girls of all ages, will reopen on WEDNESDAY, Sept. 25. Terms $250 per year. Circulars can be had of Mr. J. M. BATES, No. 118 Broadway; of J. M. RANKIN, No. 152 Broadway, or address the Principal.

CASTLERIDGE SEMINARY, MIDDLETOWN, Orange County, N. Y., an English and French Boarding-school for young ladies. The Fall Term of this institution will reopen the first MONDAY in September. For circulars, address the Principal, Mrs. M. L. READ.

BOARDING SCHOOL.—TEN BOYS ARE taken into the family of the subscriber, at the old Academy, where they receive, with the care of a home, the most thorough discipline of a school. Next session, Sept. 4. For references, &c., send for circular to
A. P. MARBLE, Worcester, Mass.

CIVIL AND MINING ENGINEERING AT the Rensselaer Polytechnic Institute, Troy, N. Y. Instruction very thorough. Graduates obtain most desirable positions. Reopens Sept. 11. For the Annual Register, containing full information, apply to
Prof. CHARLES DROWNE, Director, Troy, N. Y.

POUGHKEEPSIE FEMALE COLLEGIATE INSTITUTE—Offering a complete English course; most competent instruction in painting, drawing, music, ancient and modern languages. Opens Sept. 11. Send for catalogue.
Rev. C. D. RICE, Principal.

ELMIRA FEMALE COLLEGE.—A SUPERIOR institution for advanced students; none admitted under 14 years of age; advantages of a regular College and a Christian home united; expenses very moderate. Address Rev. A. W. COWLES, D. D., President.

MISS BRACE'S ENGLISH AND FRENCH Boarding and Day School for young ladies will reopen Sept. 12, 1867, at Nos. 38 and 40 Elm-st., New-Haven, Conn. Address Circular-street House, Saratoga, till Sept. 1, after which time Miss B. can be seen at her residence in New-Haven.

MRS. LEVERETT'S FRENCH AND ENGLISH BOARDING AND DAY SCHOOL FOR YOUNG LADIES, NO. 32 WEST 18TH-ST., will re-open on Monday, September 23d. Applications may be made personally, or by letter, to Mrs. L. at the above address.

ENGLEWOOD INSTITUTE—AN ENGLISH AND FRENCH BOARDING AND DAY-SCHOOL FOR YOUNG LADIES, Englewood, Bergen County, N. J.—Fall term commences Sept. 12. For circulars or information apply to Revs. T. G. and E. WALL, Principals.

PREPARATORY FRENCH AND ENGLISH Boarding-School up town for boys aged from 6 to 12, conducted by a lady, assisted by Professors. References, Bishop Potter and others. Circulars at ROE LOCKWOOD'S, No. 411 Broadway.

HOME SCHOOL FOR LITTLE GIRLS.—A lady desires to receive into a pleasant home in Litchfield, Conn., a limited number of little girls, her aim being their mental, moral and physical culture. Address for one week W., Box No. 144 *Times* Office.

A SELECT SCHOOL FOR A LIMITED number of young ladies, three miles from New-York. Term begins Sept. 2. Apply for particulars to Mrs. W. TOWNSEND FORD, Box No. 2,169 New-York Post-office.

PROFESSOR AND MRS. O. P. HUBBARD'S English and French Boarding and Day School for young ladies, at Grove Hall, New-Haven, Conn., will reopen Sept. 19. Address HANOVER, N. H., till Sept. 1. Circulars sent on application.

POUGHKEEPSIE (N. Y.) MILITARY INSTITUTE, opens Sept. 3.—Boys of all ages fitted for business or College, or for West Point. For circulars containing list of patrons, to all of whom reference is made, address C. B. WARRING, A. M., Principal.

THE MISSES BUCKNALL'S ENGLISH and French Boarding School for Young Ladies, College-av., New-Brunswick, N. J. A native French teacher resides in the family. The Fall Term will commence Sept. 17.

MOUNTAIN-VIEW ACADEMY—HIGHLAND FALLS, N. Y., 1¼ miles South of West Point. Healthy location; fine scenery; a well-disciplined and thorough school. For circulars, address G. H. CARSWELL, Principal.

NEWBURGH INSTITUTE, SEMINARY Hill, Newburgh, N. Y., English, French, and classical boarding-school for boys reopens Sept. 11. For circulars address HENRY W. SIGLAR, Principal.

GARDNER INSTITUTE.—ENGLISH AND French Boarding and Day School for young ladies, No. 34 West 32d-st., New-York, will reopen, Sept. 17.
REV. and MRS. C. H. GARDNER, Principals.

UNION HALL, JAMAICA, L. I.—THE FEMALE Department commences its fifty-first year Sept. 17. Catalogues sent on application.
MISS H. M. G. STEVENS, Principal.

MISS MEEKER'S FRENCH AND ENGLISH boarding and day school for young ladies, No. 32 West 40th-st., will reopen on TUESDAY, Sept. 17. Miss MEEKER will be at home after Sept. 1.

MISS E. J. MACKIE'S BOARDING AND Day School for young ladies will reopen at Newburgh, N. Y., Sept. 12. For circulars, terms, &c., address the Principal, Astoria, L. I.

MISS AIKEN'S SEMINARY, STAMFORD, CONN.—The school year commences Sept. 12.
For catalogue, containing full particulars, apply to D. APPLETON & CO., No. 443 Broadway, New-York, or to the Principal.

HOBART HALL, NO. 38 WEST 38TH-ST.—English and French Boarding and Day School for young ladies. Fifteenth session begins MONDAY, Sept. 23. Address the Rector, J. J. ELMENDORF, D. D.

MOHEGAN LAKE SCHOOL, FOUR MILES from Peekskill, New-York, opens Sept. 10. CHARLES D. MORRIS, M. A., late Fellow of Oriel College, Oxford, Principal.

MR. VAN NORMAN'S ENGLISH AND French Boarding and Day School for young ladies, No. 5 West 38th-st., New-York, will reopen Sept. 26; for full information see circular. Address as above.

THE MISSES ROBERTSON FAMILY SCHOOL, Cromwell, three miles from Middletown, Conn., will reopen Wednesday, Sept. 11. For circulars, address MISS ROBERTSON, Cromwell, Conn.

ORANGE PRIORY, ORANGE, N. J.—A Family Boarding School for young ladies and children. Number of pupils limited. For prospectus address S. H. GALE, Orange, N. J.

IRVING INSTITUTE, TARRYTOWN, N. Y.—A boarding-school for boys. The next school year will commence Sept. 2, 1867. For circulars, apply to D. S. ROWE, M. A., Principal.

MOUNTAIN INSTITUTE, HAVERSTRAW, N. Y.—A select boarding school for 10 boys; situation pleasant; terms moderate. Reopens Sept. 2.
LAVALETTE WILSON, A. M., Principal.

MME. DUREN'S FRENCH AND ENGLISH Boarding and Day School, No. 143 Columbia-st., Brooklyn Heights, will be reopened on MONDAY, Sept. 16.

HOME SCHOOL FOR YOUNG LADIES, Reading, Berks Co., Penn. Address Miss R. F. GORDON.

MAPLE HALL FEMALE SEMINARY, JAMAICA, L. I., opens Sept. 2. P. A. ANDREWS, Principal.

INSTRUCTION.

REV. J. H. TYNG'S SCHOOL,

At No. 907 Broadway,
will reopen on
TUESDAY, Sept. 17.

COLUMBIA GRAMMAR SCHOOL—NOS 227 AND 229 4TH-AV., NEW-YORK. REOPENS MONDAY, SEPT. 16. Rev. GEO. W. BACON, M. D., LL. B., Principal, Dr. RICHARD S. BACON, LL. B., Vice-Principal. There are three departments—Classical, Commercial and Preparatory. Young men prepared for college, business, West Point, Naval Academy or Mining School. Modern languages under charge of experienced instructors. There are no extra charges. Circulars at the bookstores.

MISS HAINES AND MADEMOISELLE DE JANON

Respectfully inform their friends and the public that their ENGLISH and FRENCH SCHOOL for young ladies and children,
NO. 10 GRAMERCY PARK,
will reopen THURSDAY, SEPTEMBER 19.
All letters addressed to No. 10 Gramercy Park, will receive prompt attention.

MISS COMSTOCK'S LIMITED BOARDING AND DAY SCHOOL

WILL REOPEN,
No. 7 EAST 27TH-ST.,
ON 30TH SEPTEMBER.
BOARDING PUPILS LIMITED TO SIX.
TWO VACANCIES.

ROCKLAND FEMALE INSTITUTE,

NYACK, ON THE HUDSON, N. Y.—The next academic year of this Seminary for the complete education of young ladies, including a thorough English Course, Music, Painting and Drawing, French, German, Spanish, Italian, Latin, Parlor Gymnastics, Horsemanship, &c., will commence on THURSDAY, Sept. 12. For admission, or circulars, with full particulars, address Rev. L. DELOS MANSFIELD, A. M., Principal.

MISS JAUDON'S

English and French Day School for Young Ladies and Children, No. 56 7th-av., will open THURSDAY, Sept. 19. Miss JAUDON will be at home after Sept. 3. Until then all letters addressed to Princeton, Mass., will receive prompt attention.

BROOKLYN HEIGHTS SEMINARY,

Nos. 86, 88 and 90 Montague-st., Brooklyn, New-York. This English and French Day and Boarding School for young ladies will reopen on MONDAY, Sept. 16. For board and tuition apply to CHARLES E. WEST, LL. D., Principal and proprietor.

YONKERS MILITARY INSTITUTE

Reopens Sept. 2. Address
BENJAMIN MASON, Box No. 208 Yonkers, N. Y.

MLLE. ROSTAN'S SELECT FRENCH AND ENGLISH PROTESTANT SCHOOL FOR YOUNG LADIES, No. 111 East 36th-st., first house below Park-av., will be reopened on TUESDAY, the 24th of September next. The course of instruction is thorough and systematic, and designed to combine a finished English education with the practical knowledge of the French and other modern languages. Superior advantages are also offered in music, drawing and painting, and all the classes are under the care of accomplished professors and teachers.

Mlle. ROSTAN will be home after Sept. 1 to receive applications personally till then. All communications to be directed to the above address.

RIVERVIEW MILITARY ACADEMY, POUGHKEEPSIE, N. Y.—Location healthy; scenery unequaled; building convenient; teachers highly educated, earnest working-men; system of order unsurpassed. A wide-awake thorough-going school for boys wishing to be trained for business, for college, or for West Point or the Naval Academy. For circulars address OTIS BISBEE, A. M., Principal and Proprietor.

UNIVERSITY OF NEW-YORK—LAW DEPARTMENT—The annual session opens Oct. 1. The full course is two years. Students properly prepared may enter the second year. Graduates are admitted members of the Bar in New-York. For further information apply to the subscriber, University, Washington-square, New-York City.
JOHN NORTON POMEROY, Dean, &c.

AN ENGLISH AND FRENCH BOARDING-school for ten young ladies will be opened, Sept. 19, at Fishkill, on the Hudson, New-York. A thorough course of instruction will be combined with the comforts of a home, at moderate prices. A French lady, an experienced teacher, will reside in the family. Location pleasant, healthy and convenient to railroad depot and telegraph office. For circulars address Mrs. M. D. HALL.

LESPINASSE FRENCH INSTITUTE— Washington Heights. French is the language of the school. On account of important improvements in the buildings, Classes will resume only September 16. Boarders may be admitted after the 1st. Circulars—Broadway, No. 183, Milhau's drug-store; No. 701, music-store; No. 913, drug-store.

COLLEGIATE AND ENGINEERING INSTITUTE, No. 18 Cooper Union.—A special school where individual instruction is given in civil and mechanical engineering. N. B.—Individual instruction in any branch of mathematics; also in book-keeping. Fall term begins Sept. 2
JOSEPH G. FOX, Principal.

DREW LADIES' SEMINARY, CARMEL, PUTNAM COUNTY, N. Y.—Fall session of nineteen weeks begins Aug. 15. Location beautiful and healthful; building elegant; rooms large and neatly furnished. Educational advantages in all departments of a high order; number of boarders limited to sixty. For rooms or circulars apply to the Principal, GEO. C. SMITH.

FRANCO-AMERICAN INSTITUTE—FOR young gentlemen, No. 37 West 33d-st. Prof. E. FEZANDIE will reopen his school at the above address, on Sept. 17. Can be seen from the 1st, between 3 and 5 o'clock. Complete primary, commercial, scientific and classical instruction; modern languages. Circulars at Christern's, No. 863 Broadway.

TROY FEMALE SEMINARY.—THIS INSTITUTION offers the accumulated advantages of over fifty years of successful operation.
Every facility is provided for a thorough course of useful and ornamental education, under the direction of a corps of more than twenty professors and teachers.
For circulars apply to JOHN H. WILLARD, Troy, N.Y.

MISS HAVEN'S FRENCH AND ENGLISH Boarding and Day School for Young Ladies, No. 250 Madison-av., will reopen Sept. 20. Circulars may be obtained at the leading bookstores and at her residence. Applications for the admission of pupils will receive immediate attention.

BOOK-KEEPING, WRITING, ARITHMETIC, &c., FOR BUSINESS.—Messrs. DOLBEAR, No. 609 Broadway, teach book-keeping and arithmetic practically; they also remove stiffness, cramping or trembling, and make elegant business penmen. Open day and evening.

THE MISSES HOWLAND'S ENGLISH and French Boarding and Day School for Young Ladies and Children, No. 22 East 35th-st., will reopen on MONDAY, Sept. 23. Miss H. will be at home on and after Sept. 12. Until then address by letter as above.

ROSE HILL FAMILY SCHOOL FOR girls, from the age of 7 to 16 years; number limited to twelve. For circulars apply to the Principal, Mr. C. M. WHITE, Box No. 19, Danbury, Conn., or to W. H. BURR, No. 229 Fulton-st., New-York.

GRAMMAR-SCHOOL OF NEW-YORK UNIVERSITY, with Commercial, Primary and French Departments. Prepares for college, business, West Point. Opens Sept. 9. Circulars at University, Washington-square.

HOME INSTITUTE—TARRYTOWN, N. Y.—A Boarding and Day School for Young Ladies, will reopen Sept. 11, 1867. For circulars address Miss M. METCALF, Principal.

CLAREMONT SEMINARY FOR YOUNG LADIES, BERGEN HEIGHTS, N. J.—Our fourth year opens WEDNESDAY, Sept. 11, 1867.
Rev. S. H. BATTIN, A. M., Principal.

ST. MARY'S HALL, FLUSHING, L. I.—An Episcopal Boarding School for twelve young ladies; winter term opens September 4.
REV. THOMAS DRUMM, M. D., Rector.

MILITARY AND COMMERCIAL ACADEMY, Nyack, Rockland County, N. Y., reopens on MONDAY, Sept. 2. For circulars address C. RUTHERFORD, A. M., Principal.

MISS BEAN'S FRENCH AND ENGLISH BOARDING AND DAY SCHOOL FOR YOUNG LADIES, No 110 West 42d-st., reopens MONDAY, Sept. 23.

INSTRUCTION BY A FIRST-CLASS ACTRESS in elocution, parlor and dramatic reading, acting and stage business. Address TEACHER, Box No. 109 *Times* Office.

THE MISSES MARSHALL'S SCHOOL for young ladies, No. 250 West 38th-st., between 7th and 8th avs., will reopen on MONDAY, Sept. 16.

KINDERGARTEN SCHOOLS—FOR BOYS 686 6th-av., bet. 39th and 40th sts.; for girls 66 West 36th-st.; reopen Sept. 16. Address E. M. COE

NO. 261 WEST 37TH-ST.—THE MISSES PALACHE will reopen their English and French boarding and day school on MONDAY, Sept. 9.

THE CHILTON HILL BOARDING SCHOOL FOR BOYS, Elizabeth, N. J., will reopen Sept. 9. J. YOUNG, Principal.

MISS WALSH'S ENGLISH AND FRENCH boarding and day-school for young ladies, No. 23 East 28th-st., will reopen Sept. 20.

THE MISSES ROGERS' ENGLISH AND French School for Young Ladies, No. 352 West 20th-st., will reopen on MONDAY, Sept 16.

FAMILY SCHOOL IN FISHKILL, N. Y., for twelve young ladies. Terms moderate.
Rev. W. PECK, Principal.

MISS BULKLEY'S SEMINARY, TARRYTOWN, N. Y., will reopen WEDNESDAY, Sept. 11.

GOLDEN HILL SEMINARY FOR YOUNG Ladies, Bridgeport, Conn. For circulars address the Principal, Miss EMILY NELSON.

MISS STILLMAN'S SEMINARY FOR Young Ladies, Brooklyn, is removed to the Leffert's Mansion, No. 1,533 Fulton-av., near Bedford-av. and will open its seventh year, with enlarged and improved facilities, Sept. 16.

TEACHERS.

WANTED—AN ENGAGEMENT IN A SCHOOL or family by a lady experienced in teaching music, English, French, (spoken) Italian and Latin; references given. Address INSTRUCTION, Box No. 1,504 New-York Post-office.

WANTED—A LADY QUALIFIED TO TEACH English, French, music and drawing, in a small school near the City. Address Box No. 5, Hackensack, New-Jersey.

MACHINERY.

TO BOAT OWNERS AND STEAM ENGINEERS.

LOCK-UP SAFETY-VALVES.
THE "AMERICA" LOCK-UP SAFETY-VALVE stood highest on the list of all those tested by the Government Commission as the best and most sensitive, and in every respect complying with the steamboat law. It has also received the sanction of the Secretary of the Treasury.
CALL AND EXAMINE IT.
C. W. COPELAND, General Agent,
171 BROADWAY, NEW-YORK.

PORTABLE STEAM ENGINES.

Combining the maximum of efficiency, durability and economy with the minimum of weight and price. They are widely and favorably known, more than 600 being in use. All warranted satisfactory, or no sale. Descriptive circulars sent on application. Address
J. C. HOADLEY & CO.,
Lawrence, Mass.

FOR SALE—AN EXCELLENT ENGINE AND boiler. Can be seen running daily at No. 13 Church-st., corner of Thomas-st. YOUNGS & CORBEY.

A JOB LOT OF JACK-KNIVES, SCISSORS and razors, of superior make, to be sold at what they will bring. WM. MATHEWS, No. 54 Catharine-st., (office second floor.)

AMUSEMENTS.

THE BARNUM AND VAN AMBURGH MUSEUM AND MENAGERIE COMPANY.

Broadway, between Spring and Prince sts.
MR. G. L. FOX,
supported by the
TALENTED PANTOMIME COMPANY.
EVERY AFTERNOON AT 2½, EVENING AT 8,
in the comic fairy pantomime,
MOTHER GOOSE AND HER GOLDEN EGG.
To be seen at all hours,
THE CONTENTS OF THE UTICA MUSEUM,
GORDON CUMMING, the Lion-Slayer's Collection.
PROF. HUTCHINGS...LIGHTNING CALCULATOR
A MAMMOTH FAT INFANT,
DWARF, CIRCASSIAN GIRL, TEN LIVING SEALS,
LIVING SNAKES, MONKEYS, LEARNED SEAL,
HAPPY FAMILY, GRAND AQUARIA, &c.
OVER 300,000 CURIOSITIES.
Admission, 30 cents. Children under ten, 15 cents.

NIBLO'S GARDEN.

Lessee and Manager..........WM. WHEATLEY
THE BLACK CROOK,
RENEWED AND RECONSTRUCTED.
TUESDAY EVENING, Aug. 20,
THREE HUNDRED AND THIRTY-NINTH
performance of the Great Spectacle, when it will be presented with
JARRETT & PALMER'S
GRAND PARISIENNE BALLET,
strongly reinforced by new Artistes,
NEW BALLETS, COSTUMES AND MUSIC.
Marston's great new scene,
AN ILLUMINATED BALLROOM,
in which will be given a
GRAND CARNIVAL AND MASQUERADE.
Seats secured six days in advance.

SITUATIONS WANTED.

FEMALES.

WANTED—A SITUATION BY A SMART capable girl to cook or as general servant; will be found neat, economical and respectful; a good cook and an excellent washer and ironer, and highly recommended; City and country. Apply at No. 131 Atlantic-st., Brooklyn.

WANTED—A SITUATION BY A RESPECTABLE woman as first-class cook; understands cooking in all its branches, either American or French; in a first-class boarding-house or hotel, in City or country, or a private family; either meat or pastry. Can be seen for two days at No. 37 West 12th-st., first floor.

WANTED—A SITUATION BY AN AMERICAN young woman, who is competent and experienced, as hotel housekeeper, or any other; has best of City reference; will go to country or City. Can be seen at the large old-established Servants' Employment Institute, No. 106 6th-av., below 9th-st.

WANTED—A SITUATION BY AN EXCELLENT, good plain cook in a private family; is a first-rate baker of bread and pastry; has the very best of City reference from her last place. Can be seen for two days at No. 145 East 22d-st., between Lexington and 3d avs.

WANTED—BY A RESPECTABLE YOUNG girl, a situation to do general housework in a small private family; is a good washer and ironer, and a good bread and biscuit maker. Can be seen for one day at No. 112 East 42d st., first floor.

WANTED—A SITUATION BY A COMPETENT English woman as first-class cook; understands American and French cooking in all its branches; is an excellent baker; good reference. Apply at No. 384 Bowery, second floor.

WANTED—A SITUATION BY A FRENCH girl to take care of one or two grown children and as seamstress; has excellent references; the country preferred. Apply at Mlle. KUHN'S, No. 935 Broadway, between 21st and 22d sts., for two days.

WANTED—A SITUATION FOR A GERMAN girl to do general housework; best of reference. Apply at Mrs. LOWE'S German Institute, No. 17 Stanton-st., near Christie, between Bowery and Christie-st.

WANTED—A SITUATION BY A YOUNG MARRIED woman, as wet nurse; baby three weeks old; for City or country. Address No. 384 Bowery, second floor.

WANTED—A SITUATION BY A GERMAN woman to cook and assist in washing, or would do general housework, in country or city; good references. Apply at No. 384 Bowery.

WANTED—A SITUATION BY A RESPECTABLE young girl to do general housework in a small family. Call for three days at No. 106 West 24th-st., front room.

WANTED—A SITUATION BY A COMPETENT girl as chambermaid and nurse; best of reference can be given; is willing to go to the country. No. 118 8th-st., St. Mark's-Place.

WANTED—SITUATIONS FOR A LARGE NUMBER of recommended cooks, cooks, washers and ironers; City or country, at BOOKHAM'S, No. 329 4th-av., 25th st. Also nurses, waitresses, chambermaids, laundresses, young girls, houseworkers, &c.

WANTED—A SITUATION BY A GOOD GERMAN girl to do general housework. Apply at No. 224 Chrystie-st., between Stanton and Houston sts., near the Bowery.

MALES.

WANTED—A SITUATION BY AN EXPERIENCED English gardener, married, with one child; understands perfectly the vineyard, laying of grounds, flowers, vegetables, fruit and greenhouses, and gardening in every branch; good reference from his last employer; at liberty the 12th of September. Address R. T. R., Westchester Post-office, New-York.

WANTED—A GERMAN GARDENER WELL acquainted with his business in all its branches, is desirous to obtain employment on a gentleman's place, containing greenhouses, graperies, &c., as head gardener; satisfactory recommendation can be given. Call or address G., Henderson & Fleming's seed-store, No. 67 Nassau-st.

WANTED—A SITUATION BY AN ACTIVE young man as coachman; understands his business as such; can take care of a garden and cow if required; will be found willing to make himself generally useful; no objection to a short distance in the country; good City references if required. Address P. J. C., Box No. 201 *Times* Office.

WANTED—BY A YOUNG MAN A SITUATION as coachman; understands his business thoroughly; has no objection to the country; has left his last employer on account of selling out; can produce the best of City references. Address J. C., Box No. 210 *Times* Office.

WANTED—A SITUATION AS LANDSCAPE gardener; has had the charge of large estates, cemeteries, &c.; new grounds laid out and old improved; fish-ponds, rockwork, draining and reclaiming waste lands, woods, &c.; first-class references. Address LANDSCAPE, Box 214 *Times* Office, for one week.

WANTED—BY A SINGLE MAN, A SITUATION in the country as coachman, or as coachman and plain gardener; thoroughly understands the care of horses and driving, and is competent to keep a gentleman's place in good shape and be useful. Address M. C., Box No. 214 *Times* Office.

WANTED—BY A RESPECTABLE SINGLE man a situation in City or country; country preferred; is a good groom, driver, &c.; also understands the management of vegetable garden, lawn, &c.; a good situation only desired. Address S. T., Box No. 211 *Times* Office.

WANTED—A WAITER'S SITUATION BY A respectable Protestant man with first-class City references; City or country. Address WAITER, No. 460 6th-av., northeast corner of 28th-st., in the hardware-store.

WANTED—A SITUATION BY A RESPECTABLE young man as coachman; thoroughly understands his business; no objection to the country; best City and country reference. Call at No. 744 Broadway, in the harness-store, (Mr. Trainor's,) for two days.

WANTED—A SITUATION AS GARDENER and farmer by a single man, who thoroughly understands his business in all its branches; is willing and obliging; the best of references given from his last place. Address S. S., Box No. 214 *Times* Office.

WANTED—A SITUATION AS COACHMAN and gardener, with first-class references; is well used to the care of a gentleman's place; is willing to make himself useful. Can be seen at No. 81 Nassau-st., Room No. 3, for two days.

WANTED—A SITUAUION BY A GOOD steady man as coachman and groom; has good reference from his previous employers; understands milking and would assist in gardening. Address, this week, J. N., Box No. 214 *Times* Office, or No. 19 East 18th-st.

WANTED—A SITUATION AS GARDENER BY one that understands his business in all its branches, and laying out of new places; is middle-aged; the best of references from his employers. Address M. D., Box No. 205 *Times* Office.

WANTED—A SITUATION AS COACHMAN and groom with three years' reference from former employer; can milk, and is willing to make himself useful; will work for moderate wages. Call or address PETER, No. 121 Nassau-st., Room No. 13.

WANTED—A SITUATION BY A FRENCH PERSON as lady's maid; understands hairdressing, dressmaking and millinery; good recommendations. Address L. J., Box No. 109 *Times* Office.

WANTED—A SITUATION BY A YOUNG MAN, single, as coachman; understands his business, is willing and obliging; best of reference. Address J. D., Box No. 209 *Times* Office.

WANTED—A SITUATION AS COACHMAN, and would take care of a small garden; can milk and will make himself generally useful; has the best of reference. Address P. W., Box No. 218 *Times* Office.

WANTED—SITUATIONS BY PROTESTANT cooks and Protestant chambermaids, waiters, &c.; City or country. Can be seen at the large American Employment office, No. 106 6th-av.

WANTED—BY A YOUNG MAN LATELY LANDED, a situation as coachman in a respectable family. Call for one day at No. 131 11th-st.

WANTED—BY A RESPECTABLE YOUNG man, a situation as coachman and groom; the best of City reference. Address T. M., Box 209 *Times* Office.

WANTED—A SITUATION BY A BACHELOR as gardener. Address G. K., Box No. 214 *Times* Office.

ALL WANTING CLERKS, SALESMEN, porters, watchmen, coachmen, grooms, bar-tenders, waiters, footmen, and every description of male help supplied, free of charge. HEALY, No. 534 Broadway.

HELP WANTED.

NURSE WANTED—A FAMILY LEAVING for Europe in October, to be absent a couple of years, wishes to obtain the services of a middle-aged woman as nurse for two children about six years of age; she must thoroughly understand the care of children, be a person of some education and good address, well qualified for the duties of the nursery, and able to furnish the best of reference as to character and capability. Such a person may obtain a good situation by addressing in her own handwriting NURSE, Box No. 3,785 New-York Post-office, giving name, address and references, and stating where last employed; no attention will be paid to any other.

WANTED—A MANAGER, A MAN WHO HAS had practical experience in the duties of general manager or steward of a first-class hotel, in the direction of employes and purchase and preparation of material for the cuisine, and in putting up hermetically sealed articles of food; references and acquirements must be of a superlative order; to such an one (with or without capital) a first-class position and liberal arrangements will be offered. Address, stating age, place of birth and qualifications and experience in detail, X. Y. Z., Box No. 1,981 Boston Post-office.

WANTED—TWO SMART, EXPERIENCED girls to cook, wash, iron, &c., by a family in Orange, N. J. Those who are not afraid to work, are willing for a good home and good wages. Apply to Mr. JAYNE, office of J. B. & W. W. Cornell, 139 Centre-st.

SUGAR-REFINING.—WANTED, A MANAGER for a sugar-refinery; one who thoroughly understands the business in all its branches may meet with a favorable engagement. Address L., Box No. 274½ Post-office, Montreal.

WANTED—A WELL-RECOMMENDED PROTESTANT woman as cook, and to assist with washing; must be a good baker; City reference required. Apply, between the hours of 10 and 12 A. M., at No. 483 5th-av.

AMUSEMENTS.

THE FRENCH THEATRE.

T. B. PUGH..........Lessee and Manager

TUESDAY EVENING, AUG. 19,
In consequence of the
GENUINE ARTISTIC TRIUMPH
which has been achieved by
MRS. F. W. LANDER,
upon her
FIRST APPEARANCE
in the American version of Giacometti's Great Tragedy,
ELIZABETH, QUEEN OF ENGLAND,
and the appreciation with which it was received by
ONE OF THE MOST CRITICAL AUDIENCES
of this City, the management begs leave to announce it for repetition
THIS EVENING,
and
EVERY EVENING DURING THE WEEK.
MRS. F. W. LANDER
as
ELIZABETH OF ENGLAND,
and
MR. JAS. H. TAYLOR....as........EARL OF ESSEX
supported by the
ADMIRABLE COMPANY,
which shared her success.

POPULAR SCALE OF PRICES.
Admission..........75 cents
Reserved seats in Parquette and Private Boxes....$1 00
Private Boxes..........$6 00 | Proscenium Boxes....10 00
Dress Circle..........75 cents | Family Circle..........50 cents

The Box offices at Chickering's, No. 652 Broadway, and at the French Theatre, open every day at 9 o'clock A. M., where seats may be secured
FIVE DAYS IN ADVANCE.
Doors open at 7. Performance commences at 8 o'clock.

SPECIAL NOTICE.
In order to accommodate the patrons of the French Theatre during Mrs. Landers' engagement, arrangements have been made for omnibusses to run every five minutes from the corner of Union-square and Broadway to the theatre, from 7 to 8 o'clock P. M., free of charge.

WORRELL SISTERS' NEW-YORK THEATRE—NO. 728 BROADWAY.

IMMEDIATE AND EXCESSIVE SUCCESS
OF
Mr. AUGUSTIN DALY'S new picturesque drama, in five acts, of Life and Love in these times and this vicinity, entitled

UNDER THE GAS-LIGHT

nightly witnessed by fashionable and crowded audiences, who applaud to the echo and re-demand
THE GREAT SENSATIONAL SCENES AND INCIDENTS.
THE TOMBS POLICE COURT,
THE PIERS OF THE CITY AND RIVER BY STARLIGHT,
THE GREAT RAILROAD SCENE,
THE DOWN EXPRESS TRAIN,
THE SENSATION OF THE SEASON!
DECLARED BY THE UNIVERSAL VOICE TO BE THE MOST SURPRISING AND THRILLING DRAMATIC EFFECT EVER SEEN UPON THE NEW-YORK STAGE, AND NIGHTLY WITNESSED BY AMAZED AUDITORS WITH BATED BREATH AND SUSPENDED ANIMATION. THIS NEW AND ORIGINAL DRAMA IS PRODUCED WITH A CAST AND BY A STAR COMPANY THAT IS UNEQUALED IN ANY THEATRE AT THIS TIME, INCLUDING MISS ROSE EYTINGE, MISS BLANCHE GREY, MRS. SKERRETT, MRS. WRIGHT, MR. J. K. MORTIMER, MR. A. H. DAVENPORT, MR. J. B. STUDLEY, MR. C. T. PARSLOE, JR., MR. JAMES DUNN, MR. H. RYER.
"UNDER THE GASLIGHT"—MATINEE, SATURDAY. Seats secured six days in advance.

WALLACK'S.

TO-NIGHT, COMMENCING AT 8.
ANOTHER TRIUMPH FOR LOTTA.
Brilliant artistic hit of
THE INCOMPARABLE LOTTA
in her personations of the two characters.
LITTLE NELL AND THE MARCHIONESS.
LITTLE NELL AND THE MARCHIONESS.
In a new four act dramatization of
DICKENS' "OLD CURIOSITY SHOP,"
of that title, expressly adapted for her,
By JOHN BROUGHAM, ESQ.,
EVERY EVENING TILL FURTHER NOTICE,
LITTLE NELL AND THE MARCHIONESS,
DICKENS' STORY,
BROUGHAM'S DRAMA,
LOTTA'S IMPERSONATIONS,
Incidental to the drama a graphic representation of
AN ENGLISH FAIR.

BOWERY THEATRE.

Engagement of the world-renowned equestrienne,
Miss LEO HUDSON,
and her trained horse BLACK BESS.
MAZEPPA, MAZEPPA.
MAZEPPA..........Miss LEO HUDSON
SLASHER AND CRASHER.

BANVARD'S OPERA HOUSE AND MUSEUM.

Corner of Broadway and 30th-st.
Second and last week of the brilliant engagement of
Miss KATE REIGNOLDS,
in Fulton & Maeder's sensational Drama of
DIAVOLA.
NOBODY'S DAUGHTER,
OR,
THE BALLAD-SINGER OF WAPPING,
presented in a very fine style.
FRIDAY, AUG. 23, FAREWELL BENEFIT OF
MISS KATE REIGNOLDS
Nobody's Daughter Matinees WEDNESDAYS and SATURDAYS.

BROADWAY THEATRE—Admission 50 cents.

Crowded and delighted audiences nightly attest
THE SUPERIOR ACTING OF THE FLORENCES
AND THE MERITS OF CASTE.
Eleven nights and two matinees more only of
CASTE AND THE FLORENCES.
SATURDAY—Third CASTE matinee.

TERRACE GARDEN.—TO-NIGHT.

3d-av., between 58th and 59th sts.
PHILIP BERNET..........PROPRIETOR
THEODORE THOMAS'
POPULAR GARDEN CONCERTS.
THIS TUESDAY EVENING, AUG. 19, AT 8.
1. Overture—"Don Giovanni"..........Mozart
2. Waltz—"Les Adieux"..........Lanner
3. Polka Mazurka—"Lob der Frauen" (new)..........Strauss
4. Grand Selection—"La Juive"..........Halevy
5. Overture—"Fingal's Cave"..........Mendelssohn
6. Allegretto from the 8th Symphony (new)..........Beethoven
7. Traeumerei (new) by request..........Schumann
8. Grand Duet—"Lohengrin," 3d act (new)..........Wagner
9. Overture—"Orpheus"..........Offenbach
10. Duet—"I would my love"..........Mendelssohn
11. Waltz—"Buergersinn"..........Strauss
12. Galop—"Lafayette"..........Muller
ADMISSION, 25 CENTS.

MASON & THOMAS'S CONSERVATORY OF MUSIC,

No. 129 5th-av., New-York.
To afford the advantages of a thorough Musical Education in all branches, at a moderate cost, WILLIAM MASON & THEODORE THOMAS have established A CONSERVATORY. The first session to commence on MONDAY, Sept 16.
The professorships in every department have been filled by the highest talent, and the system of culture pursued, whether vocal or instrumental, will be thorough in every respect.
For full particulars as to the various courses and classes, terms, &c., see circulars, which will be mailed to any address on application to the undersigned.
MASON & THOMAS,
Conservatory Office No. 129 5th-av.,
New-York.

600. BROADWAY OPERA HOUSE. 600.

ORIGINAL GEORGIA MINSTRELS. Great Slave Troupe. Genuine Darkeys and Best Band in America. EVERY NIGHT. MATINEE, SATURDAY, at 2 P. M.

THEATRE TICKET OFFICE.

NOS. 112 and 114 BROADWAY.

MUSICAL.

KINDT & MANZ

MANUFACTURERS OF
GRAND AND SQUARE PIANO-FORTES.
WAREROOM, NO. 865 BROADWAY,
Between 17th and 18th sts., New-York.

IMPORTANT FOR BUYERS AND HIRERS OF PIANOS.

FOR SALE,
SEVEN-OCTAVE ROSEWOOD PIANOS, LOUIS XIV. STYLE,
WORTH $450, WILL BE SOLD
BY MONTHLY PAYMENT OF $4 50.
The Brooklyn Musical Instrument Saving and Loan Society, chartered by the State, is now three years in successful operation, and distributes Pianos among its members at the above rates.
The Society have so far distributed over one hundred Pianos, and they have given universal satisfaction. The Pianos are to be seen, and further information will be given, at the offices of the Society, No. 367 Fulton-st., under the Park Theatre. Letters to be directed to the Secretary, H. GOLDSMITH, at the office.
BOARD OF MANAGERS.
GERARD WILLETT, Prest. WM. KRAFT, Treas.
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JENNYS & SON'S NEW SCALE PIANO-FORTES.—These elegant instruments are now offered to the public in every style, at prices far below any other first-class manufacturer in the country. Parties would do well to examine them before making their selections elsewhere, and would also find it greatly to their advantage to buy directly of the manufacturers. Factory and warerooms Nos. 233 and 235 East 21st-st.

WATERS' PIANO-FORTES—GRAND, SQUARE AND UPRIGHT.—Melodeons, parlor, church, gem and cabinet organs, the best manufactured; warranted for six years. Second-hand pianos, melodeons, and organs at great bargains, from $25 to $200. Any of the above instruments to let and rent applied if purchased; monthly installments received. Pianos tuned and repaired. Illustrated catalogues mailed. Manufactory and warerooms No. 481 Broadway, New-York.
HORACE WATERS & CO.

$50 TO $600.—THE LARGEST ASSORTMENT of new and second-hand piano-fortes in the City to let and sold on installments.
L. P. CUMMINGS, No. 8 Union-square.

MARBLE MANTELS.

MARBLE MANTELS, MONUMENTS,

Tiling, &c., at the warerooms of A. D. M. HOLBY, Nos. 372 and 374 Greenwich-st., including the largest assortment of fine statuary marble, Renaissant, Romanesque and other styles of drawing-room and Brocatella, Belgium and Pyrenees inlaid dining-room mantels in this City, offered at reduced prices, the subscriber retiring from the business.

MARBLE MANTELS.—THE BEST PLACE in the City to purchase Marble Mantels of the latest designs, at very low prices, is at A. KLABER'S Marble Works, No. 134 East 18th-st., near 3d-av., New-York, mantels put up in the country. Cut this out.

IRON AND METALS.

THOS. J. POPE & BROS.,

PIG IRON, METALS, RAILS, &c.,
No. 292 Pearl, near Beekman-st., New-York.
CONSIGNMENTS SOLICITED.

STATIONERY.

THE BEST AND CHEAPEST INKS.—"Keys' National Writing Fluid" and "American Union Ink." No sediment; flow freely and do not corrode. Sold by the trade generally. Manufactured by REEVES & CO., successors to J. G. Keys. Removed to No. 157 Chambers-st.

THE TRIP OF THE DUNDERBERG.

Special Correspondence of the New-York Times.

ON BOARD THE DUNDERBERG,
CHERBOURG, Saturday, Aug. 3, 1867.

The *Dunderberg* arrived at Cherbourg to-day, making the trip from New-York in fourteen days seventeen hours. Among the friends of those who took passage in the vessel were many persons who foreboded an evil voyage, some considered it to be a plucky, and others a foolhardy undertaking on the part of Mr. WEBB and his officers to encounter, with so strange a craft, the perils of the ocean. I am very confident that neither of these feelings had a shadow of place in the minds of the parties who brought out the ship. They are, therefore, as undeserving of credit for bravery on the one hand, as they are of condemnation for venturesomeness on the other. The simple fact is that there was perfect faith in the staunchness and safety of the vessel, and her performances at sea have fully justified the most sanguine hopes which, from the beginning, had been entertained by those who had confidence in her sea-going qualities. Her many features of radical difference from any other vessel afloat—she being in some important respects *sui-generis*—in addition to the fact that, next to the *Great Eastern*, perhaps, she has attained a wider notoriety, both at home and abroad, than any specimen of marine architecture in the world, invest her trip with an historical interest which warrants the publication of its details.

We first set out, your readers will remember, on the 4th of July, but only got as far on our way as Fire Island, when a break occurred in the reversing gear of the engine, to repair which, much to the disappointment of all on board, it was deemed best to return. To cast and fit the broken piece of machinery involved a vexatious delay of two weeks, and I am secure in saying that, if it could have been anticipated that so much time would have been consumed in the operation, we would not have put back to make good the injury.

We finally took our departure from Sandy Hook on the morning of the 19th ultimo at 10 o'clock. At 2 P. M. we were abreast of Fire Island, our ponderous engines, (the largest that have ever been made in the United States,) driving us through the water at a speed of 8½ knots, at thirty revolutions per minute, under easy steam, only four of the six boilers being in use, and having then much steam to spare. A new engine must be as carefully watched as a new babe. It is fatal to tax too severely at first its powers of endurance. Each of its many members must gradually feel the strain. Here a little bracing is necessary, and there the tension must be relaxed. In this manner the various parts are at last brought into nice adjustment, and perform their functions harmoniously. Thus, for the first few days, there were occasional stoppages, amounting in the aggregate to about ten hours, after which the noble engines did their work with a smoothness, an economy and an excellence that have never been surpassed.

The Captain and officers of the *Dunderberg* were all selected for their experience and ability. As there is not a dollar of insurance upon the vessel, the risk of taking her across the Atlantic could scarcely have been placed in abler hands. The weather during the passage was unusually severe for the Summer season. Of this I was assured by Capt. COMSTOCK, (whose long record as commander of the steamship *Baltic* and other vessels engaged in the Transatlantic trade gives him the knowledge necessary to a correct judgment,) and also by several of the engineers, who have crossed and recrossed as many as fifty times. The prevailing winds were from the west and southwest, sometimes amounting to fresh gales, subjecting the ship to high cross and following seas, which were also occasionally forward of the beam, and by which her buoyancy and steadiness were fully tested. I am no stranger to heavy weather on shipboard, as it has been my fortune to make many voyages on all classes of vessels, among them some of the largest and best that enter the harbor of New-York. In all my experience, however, I never knew anything to approach the *Dunderberg* in the quiet dignity of her behavior in a high sea. Her motions in the heaviest weather were always easy and majestic. When she rolled the most, which was never more than twelve degrees, her great breadth of beam (73 feet) made the movement almost imperceptible—there being no creaking or laboring. At such times, sitting on the gun-deck, I have been able to write with almost the same ease as if I had been in the TIMES Office, and might have fancied myself on board the *St. John* or any other North River steamer, had it not been for the absence of the jarring motion which characterizes such riparian craft. It was not necessary at any time to put racks on the dining-table, our crockery and glass ware keeping in position as securely as if we were on dry land. This was the case when we were in sight of vessels under reefed topsails.

The opinion has been often expressed that a following sea, or a sea on the beam, would run up the inclined sides of the *Dunderberg*, and leap over upon her casemate deck. Her peculiar shape makes the contrary to be the fact. At the gunwale, a few feet above the water-line, the sides slope upward and inward at an angle of 35 degrees. From the gunwale to the bottom of the ship the sides slope downward and inward at the same angle. When a wave rushes under this lower angle the huge vessel lifts herself up deliberately, and gracefully settling down again, she flattens the water completely, sending *outboard* a heavy fringe of curling spray.

The "dependencies" which project from the stern of the ship, and are a continuation of the after main-deck, protecting the screw and rudders, have been considered an objection. Doubtless they do retard the speed of the vessel to some extent, but experience has fully demonstrated the wisdom of their design. They certainly do not effect the steering unfavorably, for the ship obeys the slightest movement of her wheel with singular promptness, and they will not only protect the screw and rudders when the vessel is in action, but also promote her buoyancy while she is under way. The sea does not "spank" them as was generally anticipated, but rolling under them, lifts the stern gently to the crest of the wave, and as gently eases it down again. It was only while the sea was running high that it washed over this low part of the vessel. At the same time that other ships which we sighted were rolling or pitching heavily, the *Dunderberg* was floating as easily as a swan, (excuse the trite simile, because in this case it is the single one which expresses the comparison—the outlines of the hull conforming more nearly to the shape of that bird than to anything else,) and the hatches were at times kept open, giving the wardroom as much light and air as when the ship lay at anchor in the harbor. Indeed, in the matter of ventilation, which is universally conceded to be of the utmost consequence in an armored ship, the *Dunderberg* scarcely leaves anything to be desired, while no sacrifice of the primary intention of making her formidable as a war ship has been made. By a systematic arrangement and location of her hatchways, not only the cabins and the several decks are comfortably supplied with fresh air, but also to a wonderful degree the engine-room and fire-room. The temperature of the latter averaged 105 degrees Fahrenheit during the voyage, while the general average, I am told, on other steamships is from 120 to 130 degrees.

I do not intend to convey the impression by what I have written that the seas [illegible] broke over the after main deck. On the contrary, they at times came over in considerable volume, making it necessary to batten down the hatches, and vitiating to some extent the air in the wardroom below, but not to a degree that was remarkably uncomfortable.

I must say a few words of the ram or beak of the *Dunderberg*, which is a structure (unlike similar contrivances on other war vessels) built at the forward part of the ship, and filled in from the stem with solid timber for a distance aft of 50 or 60 feet. It was a rare sight to stand on the temporary deck which covers all but a few feet of this saucy iron blade, and watch its course through the water. Rising and falling with the heaving of the vessel, it thrust its way forward, appearing like an immense specimen of the porpoises which occasionally gamboled in its vicinity. During most of the passage, however, it was not safe to stand upon this prow. In fact it was impossible. In a head sea, or even in a lazy and long swell, the apex of this triangular deck would dive into the waves and shoot onward, clearing its passage nobly, and, lifting itself again like a Titan from his bath, shed tons of brine, in glittering cascades, from its iron sides. Such a spectacle were well worth a sea voyage to witness. Occasionally a billow, more powerful than the rest, would roll grandly over the entire forward deck, and course swiftly up the sloping sides of the casemate, breaking rudely in upon our comfort. The carpenters, however, after a few days, kept these frolics of the waves within the bounds of decorum by erecting a bulkhead of a few planks, the height of the iron stancheons.

Beyond the occasional exchange of colors with a westward bound vessel, the excitement of a strict watch in the foggy region of the Grand Banks, the expectation that we were in the vicinity of icebergs, a glimpse of the enormous proportions of a whale, which spouted to our satisfaction, and the sight of the dorsal fins of a large and doubtless voracious shark, the voyage was destitute of other incident. It was simply a prolonged excursion at sea, where no drawbacks to comfort existed, except the single one of the absence of ladies. It seemed indeed selfish that so few persons should monopolize so noble a ship. Consider her vast proportions, where are "ample space and verge enough" to give a ball, engage in a game of croquet, or walk a mile or two before breakfast without interfering at all with the duties of the ship. Mr. WEBB certainly made a great mistake in not carrying out a shipload of passengers. He might in that way have cleared the expenses of the voyage, to say nothing of the more unselfish fact that he would have conferred comfort seldom known upon travelers on the ocean. Let passengers, however, bide their time. It cannot be long before the principles which have governed the construction of the *Dunderberg*, making her so easy and comfortable, are applied to ships generally. Such vessels, being relieved of the jacket of 1,000 tons of iron which encases the experimental ship, may indeed place sea-sickness, and the minor discomforts at present inseparable from a voyage, in the catalogue of the things that are past.

Having said all that seems to be necessary concerning the *Dunderberg's* performances on her voyage, it is proper to advert to her character as a war vessel, particularly as her qualities in this respect are likely to be tested by her present owners within a twelvemonth. The success which attended the *Monitor* in her encounter with the rebel iron-clad *Merrimac*, doubtless suggested to the Navy Department the necessity of constructing a class of vessels which should combine all the elements of offensive and defensive warfare. The Government thereupon invited the leading ship-builders of the country to present their views. Among them, of course, was Mr. WILLIAM H. WEBB, of New-York, whose eminence in his profession had been established by long years of successful work in producing first-class vessels. He was told that the Government desired a war-ship which should possess in the highest degree all the essential qualities of light draught, speed, strength, sea-worthiness, large capacity for carrying coal, ability to mount a heavy armament, and to be invulnerable to any projectile then in use. Mr. WEBB at once set himself to the task of devising such a vessel-of-war, and, at the end of one month he was ready with his plans, and presented them to the authorities at Washington. These drawings were critically examined, first by Mr. FOX, Assistant Secretary of the Navy, and afterward by a Commission which was in the main composed of naval engineers and constructors, who, finding that Mr. WEBB had introduced ideas radically differing from anything to which they had been accustomed, reported adversely to the entire project—Commodore SMITH, now Rear-Admiral, who was then Chief of the Bureau of Yards and Docks, and a member of the Commission, alone approving the plans. Mr. WEBB's professional pride was piqued at this result. With much earnestness he represented to the Secretary of the Navy the false position in which the disapproval of his plans by the Commission had placed him. He reasoned that, after his views had been invited on the ground of his great experience, they had been condemned by men whose knowledge of the practical science of ship-building was far inferior to his own. He was too jealous of his fame to rest quietly under the imputation which a rejection of his plans signified. The force of his arguments was at last appreciated by Mr. WELLES, who put him in communication with Rear-Admiral SMITH, with whom the terms of the contract were arranged.

The work of building the *Dunderberg* was begun at once, and from its initiation it attracted to a great degree the attention of the public. Very few persons have forgotten the high hopes which were entertained during the dark days of 1863-4, when the rebels were receiving aid from England by way of Charleston and Wilmington, of the effective service which this mysterious engine of naval warfare was to render the cause of the Union, by the reduction of the forts which guarded the approaches to these harbors of the enemy. Happily the war was ended before the formidable powers of the vessel could be tested. She was launched on the 22d of July, 1865, in presence of a large concourse of spectators, among whom was Rear-Admiral GREGORY, (now deceased,) General Superintendent of Iron-clads, who had closely supervised her construction, and lay for many months at the pier foot of Sixth-street, East River, an object of interest and wonder to all who saw her.

The advance in the cost of labor, iron, timber, and, in fact, all the material used in the vessel after the keel was laid, was a serious misfortune to Mr. WEBB. He had contracted to deliver her to the Government for the sum of $1,350,000 in gold. While she was in process of construction, however, Mr. WEBB was directed to enlarge the hull and engines to a size considerably larger than was at first proposed. When, therefore, the ship was finished, he found that he could not fulfill his original bargain without suffering a heavy loss. His application to Mr. WELLES for increased compensation was unsuccessful. The Secretary argued with considerable cogency that if he were to comply with Mr. WEBB's demands, he would also be compelled to modify the contracts between the Government and the builders of other iron-clads, who were sufferers alike with him, from the same causes, although not to so great an extent. The strict justice of this view of the case Mr. WEBB did not attempt to dispute, and he afterward applied himself to laying his grievances before Congress, who took his claim for relief under consideration.

Meanwhile the knowledge of the *Dunderberg's* character had been widely exploited. She was coveted by several foreign Powers. First, overtures came from Peru for her purchase, afterward from Chili, and lastly from France, each offer being sufficiently liberal to secure Mr. WEBB from loss. Of course Mr. WEBB was desirous of closing with one of these Governments for the sale of the vessel, but it was necessary to obtain the consent of the authorities at Washington to the transfer. This, after a long delay, was given by special act of Congress, and the ship passed into the hands of the French early in June last.

There was at the time of the announcement of the sale considerable public feeling excited at this surrender of so formidable a vessel of war to a foreign Power. Her repeated trial trips had demonstrated her to be all that she was designed to be, viz., an "A 1 clipper sea-going wrought-iron fort." She had received the highest encomiums from experienced naval officers. Her capacity to fight guns of heavier calibre (15-inch Rodman) than had ever before been mounted at sea in any weather in which other ships could go into action had been fully shown. Her superior ventilation, her convenient quarters for officers and crew, her powerful engines, her capacious coal-bunkers, her spacious decks, whereon, if need be, a regiment or more of soldiers could be comfortably accommodated, in addition to the ship's company of four or five hundred men, are all matters of record.

Under these circumstances there is no cause to marvel that those who know the vessel best should be averse to her passing into the hands of a foreign people by whom she could be turned against ourselves. It is asserted, I am aware, in some quarters that the *Dunderberg's* good points are more than counterbalanced by the single fact that her armor is not as heavy as recent inventions in gunnery have proved that it ought to be to render her invulnerable. From my personal experience and observation of the monitor class of iron-clads, with which alone we can make comparisons, I do not concede the justness or soundness of the objection. Invulnerability is an excellent quality, and in a purely defensive warfare it is doubtless the most valuable to possess. But in aggressive warfare there must be other qualities which are quite as essential. To inflict injury upon the enemy is the first requirement and aim. Speed and the ability to carry a heavy armament are as necessary as impervious armor. These essentials obtain in the *Dunderberg* to a degree which is approached by no other iron-clad in existence. I say this in the full knowledge that it cannot be truthfully contradicted. With these facts in view I must number myself among those who regret the sale of the vessel. There is, however, one source of satisfaction in the premises. Mr. WEBB can construct a vessel on the same general principles of the shipbuilding art as those which are applied to the *Dunderberg*, which shall possess all her manifest advantages over other iron-clads in the details of speed, light draft, thorough ventilation, sea-going qualities, ability to carry heavy armament and capacity for receiving coal, and which, at the same time, shall not be inferior on the score of invulnerability to any war vessel at present existing.

I append a list of the officers and passengers on the *Dunderberg*, together with an abstract of the log which Capt. COMSTOCK has kindly given me, and the averages of the working of the engine, made up from the minutes of Chief-Engineer MARSLAND. These will be scanned with interest by a large class of readers. If anything worthy of note should occur in connection with the transfer of the vessel to the French authorities I will communicate it in another letter.

H. J. W.

Official Log of the Voyage.

Friday, July 19, (civil time)—Proceeded to sea at 7 A. M., passing Sandy Hook at 8:30, and through Gedney's Channel at 9 o'clock, discharging pilot at 9:30. Unbent chains, examined engines and started again at 9:50; course by compass E. by S. ½ S.; weather fine; wind N. N. E.; sea smooth. Lat. by observation 40 27 N. Log of voyage beginning at meridian of 19th (sea time.)

Saturday, July 20, (sea time)—Commenced with fine smooth weather. At 2:30 P. M. Fire Island Light bore W. by compass. Through the night moderate, smooth and pleasant. Morning, moderate breeze from W. N. W. and N. W., with a long swell from N. E. Fog around the horizon. At meridian, clear and pleasant, with considerable swell from E. N. E.; ship rolling moderately deep and pitching gently, throwing a body of water to three or four feet of the casemate. In rolling little or no creaking is heard, and no signs of ship working or straining at all; had fore and aft sails set. Lat. by observation 40 13 N., lon. from two sights 70 18 W.; distance 160 miles; time 22 hours 40 minutes. Engine stopped 1 hour and 15 minutes to key up. Sounded with 50 fathoms line—no bottom.

Sunday, July 21—Commenced with fine weather and moderate winds from W. S. W., with a long, heavy swell from N. E. Ship rolling deep but easy. Through the night much swell from same quarter and some S. W. sea. At 9 P. M. hauled ship's head to the N. E., and slowed down to secure hatches over the wardroom, abaft the casemate. At 9:30 kept course and proceeded at speed. Much water rolling over the after deck, and heavy seas running over forward at intervals—running up forward part of casemate upon the deck. Morning, long, rolling sea from S. E.; secured hatches and built a breakwater forward upon deck of casemate. Barometer falling and every appearance of a blow. At 7:10 A. M. stopped engines to key up and examine parts not accessible while engines are in motion. At 8:16 started again at speed. Ended with fine weather; a long, heavy swell. Ship rolling at times deep but easy. Latitude by observation, 40 12 N.; long. 66 26 W.; distance, 175 miles.

Monday, July 22—First part moderate wind with a long and high swell. Ship rolling deep and easy. Evening, the wind freshened up from S. W. A long, high sea gradually rising through the night, wind fresh with rain squalls; all sails set; morning and evening, strong S. W. wind; heavy rollingseas from the south, rolling the ship deep, but running well. Dry on casemate. On forward and after main deck, long billows rolling over with slight spray coming on casemate. Ends with a long, high sea and fresh S. W. wind. All sail set. Latitude by observation, 40 34 N.; long. 62 16 W.; distance, 192 miles. Stopped from 1:40 P. M. until 2 P. M.; also from 2:45 P. M. to 3 P. M.; also from 6:05 A. M. to 7:45 A. M.

Tuesday July 23—This day commences with strong southwest winds and high rolling sea. Evening moderated, and sea increasing. Through the night, calm. Ship rolling heavy but easy. Morning squally, with less sea and some rain. Ends with a fine southwest wind, and quite smooth. Ship running well. Lat. by observation, 41 13 N.; Lon. 57 26 W. Distance, 220 miles.

Wednesday, July 24—Throughout the day, fine wind and long rolling sea from S. W. to W. S. W. At intervals hard rain-squalls. Ship rolling heavily, but easily, and without creaking or laboring at all. At meridian a hard rain-squall; obtained a partial observation, giving as result—Lat. 42 N.; Lon. by morning sights, 52 25 W. Distance allowed, 225 miles.

Thursday, July 25—Commenced with a hard squall and heavy rain from W. S. W., with long rolling sea. Ship running well, and rolling easy. Through the night thick fog. Stopped one hour to repair force-pumps. Ends with rainy, disagreeable weather. No observation. Lat. by dead reckoning, 42 40 N.; Lon. 48 08 W. Distance, 199 miles. Ends rainy, smooth sea.

Friday, July 26—First and middle part of this day rain and fog. Wind from S. to S. W., with a long swell. Latter part of night broke up and gradually cleared off. Morning, at intervals, foggy. Ends clear and pleasant. Wind West. No observation for time. Lat. observed 44 27 N.; Lon. 43 48 W. Distance, 235 miles.

Saturday, July 27—Commenced with a moderate and pleasant wind from W. N. W., and smooth sea. At intervals cloudy and dull. Through the night fine and smooth. Morning calm and smooth. Several ports open and scuppers out. Lat. by observation, 45 40 N.; Lon. 38 W. Distance, 234 miles.

Sunday, July 28—Commenced with fine and pleasant weather and very smooth sea. Evening and through the night and rest of the day, strong S. W. wind, dull and rainy; ends with a strong squall and hard rain. Ship running well, with wind on the quarter, and rolling but little and very easy. Steams well and ships no water. No observations. A dull, gloomy Sunday. Examined the ship throughout. Found all in good order. Lat. by dead reckoning 46 50 N.; long. 32 15 W. Distance 250 miles.

Monday, July 29—Commenced with strong winds and seas from S. W., with rain-squalls. At 3 P. M. weather cleared up and wind veered to W. N. W., and breezed up strong, which continued through the night and remainder of the day, with a very high sea running and at times breaking heavy over the after-deck and forward of the casemate. At latter part of day moderated and partly cleared off, leaving a high, dangerous sea running. Ship at times rolling heavy but easy, and behaving in a first-rate manner—no thumping or wrenching of the stern, which at times the sea ran over very heavily. Engines racing fast but easy. Ends dull and unpleasant. Wind and sea running down. No observations. Lat. by dead reckoning 48 15 N.; long. 27 W. Distance 225 miles.

Tuesday, July 30—Commenced with dull, heavy weather, which continued throughout the entire 24 hours, with squalls of rain and wind puffs, the sea continuing long and heavy. Ship rolling but little and easy; no swell or sea touching the overhang aft, and while engines were in motion no sea at all has thumped the stern or any part of the ship. Ends dull and cloudy. No observations. Until within two days the compasses agreed very nearly; since then have shown slight variations from their former corrections, which from the long-continued thick weather causes some uneasiness. Lat. by dead reckoning 49 03 N.; long. 21 20 W. Distance 230 miles.

Wednesday, July 31—Commenced with [illegible] S. W. wind and a heavy N. W. swell; ship rolling [illegible] and easily, engines working [illegible] revolutions nearly 10 knots. [illegible] ship very finely moving over the sea. Stopped engines to key up from 2 until 3 P. M., at which time started at full speed. Wind moderating to the N. W. set fore and aft sails. Through the night the wind gradually veered to the E. N. E., with rain squalls, barometer falling fast with every appearance of a blow. At sunrise the weather looked wild and stormy. At 9 A. M. cleared with a moderate E.N.E. wind. Ends with a fresh E. N. E. wind, and sea rising from the same quarter, and a high swell from the S. E. Engines set in motion from [illegible] to 3:50 A. M. Lat. by ob. 49 40 N. lon. 16 51 W. Distance, 180 miles. Barometer ceased falling at 5 A. M. Commenced raining.

Thursday, Aug. 1—Commenced with fresh breeze from East with some sea from the wind, and a heavy S. E. swell rolling the ship deep and quick, but easily and without jerk. Stopped from noon until 1 P. M. to secure coupling of shaft abaft the thrust-bearing. During the afternoon merry rolling and moderate speed, engines working water. At 7 P. M. stopped engines to secure bolts and coupling. At 7:50 started ahead engines. Wind moderating, and S. E. swell subsiding. Through the night, wind, sea and swell gradually subsiding. Morning and end much smoother, ship moving well; wind veering to the North; all fore and aft sail set. At 11 A. M. passed steamer *Western Metropolis*, bound West. Lat. by observation, 49 48 N.; lon. 12 20 W. Distance, 174 miles.

Friday, Aug. 2—Throughout this entire day moderate winds, pleasant weather, smooth sea, ship running smooth and averaging 9½ knots all day; a small S. E. swell; wind from E. N. E.; ends with smoky weather; Bishop's Rock Light at meridian bore E. N. E. ten miles, but was not in sight, on account of the English smoke and haze usually prevailing in this region; all hands engaged in cleaning and painting ship; the motion of the ship and quiet, smooth working of the engines indicate a largely-increased strength of water. Lat. 49 45 N.; lon. 60 45 W.; distance 221 miles; passed several sail steering S. W., and a Mediterranean steamer bound S.

Saturday, Aug. 3—Commenced with smoky, hazy weather; running in along the Scilly Isles, which are not discernible at a distance of nine miles; at 5 P. M. made the Lizard, bearing E. N. E.; at 5:50 it bore north, distant nine miles; weather clearing up fine, and we are having a dry and pleasant English welcome, with a bright sun, and much joy observed among all on board at our safe and rapid voyage in this great engine of war.

ABSTRACT LOG OF STEAM RAM DUNDERBERG—AVERAGE FOR THE VOYAGE.

Steam—11 pounds.
Vacuum—25 inches.
Cut-off at 21 inches.
Coal—82 tons per day.
Temperature—Hot well, 126°.
Temperature—Discharge water, 95°.
Temperature—Engine-room, 80°.
Temperature—Fire-room, 105°.
Total revolutions of engine, 768,640, from Staten Island to Cherbourg.

EDWARD MARSLAND, Chief-Engineer.

OFFICERS AND PASSENGERS.

Jos. J. Comstock, Captain.
J. F. Nickels, Ex-Officer.
Chas. Hallet, First Officer.
H. M. Gregory, Second Officer.
S. A. Swinnerton, Third Officer.
W. H. Ballow, Fourth Officer.
W. P. Worster, Surgeon.
Edward Marsland, Chief-Engineer.
Albert Brainerd, First Assistant Engineer.
Charles Marsland, First Assistant Engineer.
Robert Major and D. M. Gray, Second Assistant Engineers.
Wm. Timpson and Joseph Bowden, Third Assistant Engineers.
Wm. Cochran, Steward; John Lyvere, Carpenter; Maurice Digard, Gunner.

PASSENGERS.—Wm. H. Webb, Esq.; Henry J. Winser; M. le Capitaine de Frégate Cowdein; M. l'Ingéneur de la Marine Imperiale Garnier, Eleve de l'Ecole Polytechnique; M. Louis Frangieul, 2me Maitre Macanicien; Henri-Boisse Adrian; Wm. H. Rodman, of the Ætna Iron Works; Richard Comstock, and A. S. Southworth.

LOCAL INTELLIGENCE.

The Fifth-avenue Robbery—The Prisoner Stewart Held and Wood Discharged.

Our readers will remember that a few days ago the TIMES announced the robbery of the house of BENJAMIN HALLIDAY, No. 233 Fifth-avenue, of silver-ware, gold coin and other valuables, to the amount of $2,000, and the arrest and temporary commitment of THOMAS STEWART and HENRY WOOD on suspicion of being guilty of the robbery.

Yesterday the case again came up before Justice LEDWITH, at the Jefferson Market Police Court, and Mr. HALLIDAY made an affidavit that on the 7th of August, the date of the robbery, he left his house early in the evening with a friend, leaving there the man THOMAS STEWART, who was in his employ as a valet. On the next morning the robbery was discovered, and the arrest of STEWART and WOOD followed. Subsequently Mr. HALLIDAY was informed by ANN NOLEN, one of his domestics, that on the night of the robbery she saw STEWART come down into the basement hallway and raising the window pass out to the street on the Fifth-avenue front. He soon returned by the same way he had gone, and walked up and down the basement hallway in an excited manner, remarking to the girl ANN that he was in a cold perspiration all over. He finally went up stairs again, she remarking as he did so that his hands were black and dirty. This story of the girl being lodged at the Twenty-ninth Precinct Station-house, Officer CUNNINGHAM began prospecting in the grass-plot in front of the house, and was finally rewarded by coming upon an improvised gold mine, unearthing the missing gold coin, amounting to $600. It was inclosed in a small sack and an old leathern pocket-pouch, and had been very deftly hidden in the ground.

In addition to the affidavits of Mr. HALLIDAY and Officer CUNNINGHAM, that of LOUIS A. SAYRE was taken, showing that on the 9th of August, when first brought before the Court, STEWART had told SAYRE that if Mr. HALLIDAY would allow him to be admitted to bail until the following Tuesday he thought he could find the missing silver-ware. Before the proposition could be considered, STEWART employed counsel, and under his direction refused to make any further disclosures.

Other testimony of a corroborative nature, as against STEWART, was taken, and he was fully committed for an examination. The prisoner HENRY WOOD, who had been arrested with STEWART on suspicion of complicity, was not connected with the affair by the evidence, and he was discharged from custody. None of the stolen property, except the $600 in coin, has yet been recovered.

A Singular Case of Forgery—One of the Gang Arrested.

Officer McWILLIAMS, of the Second Precinct, arrested ANTONIO MONTENEGRO, a Spaniard, aged 28 years, yesterday afternoon, on a charge of forgery, under the following circumstances: On Saturday last MONTENEGRO called upon Mr. OWEN BRENNAN, of No. 158 Front-street, dealer in fruits, with whom he was slightly acquainted. In company with the prisoner were two other Spaniards, and MONTENEGRO stated that his friends were desirous of sending $20 50 to a friend in Philadelphia, though they did not wish to trust the money to the mail. At the suggestion of the accused, Mr. BRENNAN received the $20 50 and gave a check for that amount on the Market National Bank, which the unknown men said they would send on to Philadelphia.

Yesterday morning the prisoner and his confederates entered the Market National Bank, corner of Pearl and Beekman streets, when they presented a check for $5,000 50. As the paying teller did not know the persons offering the check, and as the amount was a large one, he refused to pay the money until they were more fully identified. He, however, certified the check as a genuine one, as indeed it was, except that the figures had been changed from $20 to $5,000. As soon as the three men had left the bank, the teller began to entertain suspicions, and he notified Mr. BRENNAN of the fact that a check bearing his name had been presented for payment. Of course Mr. BRENNAN pronounced the check to be a forgery, and the officials at Police Headquarters were at once notified that a certified $5,000 check was in circulation for negotiation. Inspector DILKS immediately telegraphed all the Police Captains of the fact, though up to a late hour last evening no trace had been heard of the two unknown Spaniards, nor of the check supposed to be in their possession.

When arrested, MONTENEGRO was found in possession of a check for $400 upon the Seventh Ward National Bank, purporting to have been drawn by FRANCISCO LLADO & Co., of No. 135 Maiden-lane, in whose employ MONTENEGRO had been up to a recent date. This check has since been ascertained to be a forgery.

The prisoner is now under lock and key at Police Headquarters, awaiting further developments.

Frightful Accident at a Distillery—Three Men Smothered in a Vat.

A terrible accident occurred yesterday morning at HERMAN METZLER'S distillery, at the foot of East Twenty-ninth-street, when three men were smothered in a mashtub, two of them losing their lives while attempting to rescue their comrade. It appears that about 7 o'clock yesterday morning FRITZ GOUGE was engaged in stirring up the contents of a mashtub with a plunger. Suddenly the board fastened to the end of the plunger came off and remained at the top of the mash. In order to recover this board another workman, named WILLIAM EISENFIELD, brought a ladder and placed it in the tub, holding it while GOUGE descended into the mash. While on the ladder, GOUGE'S foot slipped, and he was precipitated into the yielding mash. EISENFELD stepped upon the ladder, and no sooner had he commenced a descent than he also slipped in. The cries of these unfortunate men were heard by a third workman, named WM. WEINER, who ran to their assistance, and he also shared the fate of the others. Several other employes had now collected round the tub, and all seemed horrorstricken at the event. By this time the three men were completely buried in the mash, and although every effort was made to extricate them from their perilous position by means of a hose, fifteen minutes had elapsed before all three were recovered. Every effort was then made to resuscitate them, but without avail, as they expired in a few seconds after being taken from the tub. This mash-tub is 15 feet in depth and 45 feet in circumference.

Coroner SCHIRMER held an inquest yesterday afternoon at Bellevue Hospital, whither the bodies had been removed. The above facts were narrated in evidence before the jury, GUSTAVE ENGLEHMAN, the book-keeper, testifying that all of the employes had often been cautioned against going into the mash-tub. The tub was filled with corn mash, which was warm, a quantity of water having been poured upon it by GOUGE to cool it. The jury upon this evidence rendered a verdict of accidental death. GOUGE was a native of Germany and 32 years of age. EISENFELD was 30 years of age and also a German. WEINER was about 47 years of age and a native of Germany.

The Accident to the Steamer Palisade.

NEW-YORK, Monday, Aug. 19, 1867.

To the Editor of the New-York Times:

In to-day's issue you have an account of an accident on the steamer *Palisade*, which is incorrect. The owners of the steamer *T. E. Hulse* did not charter the steamer *Palisade* to run the regular trips, for the latter steamer is owned by the People's Ferry Company, and is run as an opposition boat to the *Hulse*.

The accident was not of a serious character at all; nor could any person or persons except those who frequent the hold of the vessel have been injured, and as it was, the only person hurt is on the steamer to-day—not disabled either. The boiler is old, and to remedy this great caution has been used, and will be until the new one, now under process of construction, takes the place of the faulty one.

For a considerable time past the safety-valve has been locked to blow off at one-half the amount of steam that the certificate allows, and this was done at the request of the engineer whom some one accuses of treating the accident in a "very off-hand manner." If some of the other and larger boats had in their employ one who understood his business as well, and was as careful about attending to it as this off-hand man is, it would do them no harm.

No one jumped off the hurricane deck, but one excited individual, in his hurry to get off, could not wait till the plank was properly adjusted, and the consequence was, that both he and the plank went into the river.

Street-Cleaning Commission.

The Street-cleaning Commission meet yesterday at noon, at the office of the Mayor, who presided. A report was presented by Inspector MORTON with regard to the condition of Moore, Pearl, Water and Bridge streets, concerning the want of cleanliness of which certain merchants of the First Ward complained at the last meeting of the Commission. The report sets forth that at an examination of those streets on Thursday afternoon it was found that Moore-street was clean, Pearl and Water were very muddy; Bridge-street was in a fair condition; its pavement needs repair or repairing. The Commission concluded that the streets in the First Ward have been regularly cleaned once a week, as provided by the contract. They are also so reported by the Police; and the fact that several respectable merchants testified to the contrary was accounted for by the fact that the weekly sweeping often took place at night when they did not see it done. The dirty condition of the Ward doubtless arises from the fact that it is paved with cobble-stones; that many holes exist where water and dirt accumulate in rainy weather immediately after the streets are cleaned, and that a large amount of wheat and other grain is daily dropped upon them which speedily decays, and that much dirt and garbage is daily thrown out by residents in the Ward.

The contractor was present and stated that whenever any of the persons concerned would call his attention to any accumulation of dirt or any remissness on the part of his employes he would see that a speedy remedy was applied.

BROOKLYN NEWS.

ALLEGED BURGLARY.—A young man named WILLIAM TALBOT was arrested in New-York on Saturday by Officer ROBERT KELLY, of the Third Precinct, on the charge of grand larceny in stealing some billiard balls from the hotel of Mr. AUGUSTUS D. FAILING, proprietor of the Bay View House at Canarsie, L. I. The accused tried to dispose of them, and was detected. He was taken before Justice HOGAN at the Tombs, and, for the want of jurisdiction, sent to Brooklyn before Justice BUCKLEY. Subsequently, THOMAS McCAULEY was arrested in Balchen-place, near Bond-street, Brooklyn, by Detectives VAN WAGNER, CORWIN and FROST, and a large amount of property was recovered, in all valued at some $3,000, which, as charged, was stolen from hotels at Bath, Canarsie, Fort Hamilton and vicinity. The parties alleged to have been robbed are John A. Kissam, of Fort Hamilton, loss about $350; T. T. Church, Fort Hamilton, robbed of articles worth $150; M. Lehman, of Canarsie, robbed of $100 worth; Augustus D. Lehman, Bay View Hotel, Canarsie, robbed of $350 worth. The accused were committed to await the action of the Grand Jury.

THE EXCISE LAW—A RAID ON CONEY ISLAND.—The Police made a raid on Coney Island on Sunday, as also at Fort Hamilton, and the following parties were arrested on the charge of selling liquor in violation of the Excise Law; John Stilwell, Charles Merritt and Edward Curran, barkeepers for George W. Green; Thomas Shaughnessy, Robert Brockhardt, John Dennison, Charles Decker, Charles Hyde, Thos. G. Harrison, Edward Page, Edward Freer, Theodore Hook, James Trainor, of Coney Island. George Smith and Wm. Clark were arrested at Fort Hamilton. The arrested parties were brought before Justice CORNWELL, and counsel for the accused raising a question of jurisdiction, the examination was postponed until Thursday next.

ROW AT A PICNIC.—During the progress of a picnic party at Strattonport, L. I., yesterday, a desperate fight took place among some intoxicated citizens of Dutchtown, and a force of Police from the Forty-sixth Precinct, who were on hand, had great difficulty in suppressing it, but finally succeeded, capturing two of the ringleaders, who were brothers, named FRANK and MICHAEL WOLF, residing in the Sixteenth Ward. Officer WILLIAM REID, being most conspicuous in the suppression of the disorder, was most severely injured, and Officer ADAMS lost his shield, Officer HAMILTON lost his hat, and REID his blouse.

SERIOUS ACCIDENT.—Mr. WILLIAM H. FENWICK, an old and much respected citizen, residing at Greenpoint, was seriously injured on Sunday while crossing Bushwick Creek Bridge, in car No. 214, by one of the planks of the bridge tilting up and striking him on the stomach, cutting a gash three inches in length. The injured man was conveyed to his residence. He was standing on the front platform at the time of the occurrence.

BODY OF A WOMAN FOUND DROWNED.—The body of a woman was found floating in the river at the foot of Reid-street, South Brooklyn, yesterday morning. She appeared to be about thirty years of age, with short black hair, and had on a checked dress. The body is at the Dead-house in Willoughby-street for identification.

SERIOUS ACCIDENT TO A BOY.—A boy named EDWARD CASLER, son of Sergeant CASLER, of the Fiftieth Police Precinct, fell from the first story building of his parents' residence, No. 516 Atlantic-avenue, yesterday morning, and sustained a fracture of the skull. Both arms were also broken. His condition is considered doubtful.

SUICIDE.—JOHN SCHNEIDER, 82 years of age, committed suicide by hanging himself to a cleet in his room, at his residence, in Smith-street, E. D., between 5 and 6 o'clock last evening. SCHNEIDER was believed to be insane. He leaves several children.

MORTALITY.—The number of deaths in Brooklyn during the week ending Saturday, Aug. 17, was 290. Of this number there were 28 men, 36 women, 111 boys, and 115 girls. 240 were natives of the United States.

NEW-JERSEY.

ATTEMPTED OUTRAGE ON A FEMALE.—Yesterday forenoon a German named WILLIAM FIELDER proprietor of a cabinet ware store in Newark-avenue, Hudson City, was arraigned before Recorder ALDRIDGE on a charge of having attempted to outrage the person of a married woman named MARIA SENG, who occasionally takes care of the rooms occupied by the accused over his store. The complainant testified that about 4 o'clock on Saturday afternoon last FIELDER beckoned for her to come over from across the street, which she did, supposing that he wanted something done to his rooms; that upon going up stairs FIELDER took some liberties and then carried her into an adjoining room, threw her upon a bed, but did not wholly succeed in his design. She did not scream or make any outcry, alleging that a portion of the time she was unable to do so, and did not inform her husband or any other person until the following morning. The accused, who claims that this is a conspiracy, was held in $500 bonds to answer.

ARREST OF SUPPOSED SMUGGLERS.—At an early hour yesterday morning three men, giving their names as FREDERICK SIEBACH, cigar maker, FREDERICK WHITMER, farmer, and CHRISTIAN GRAW, bartender, were arrested by Officers HAAS and PATERSON, on suspicion of being engaged in smuggling. The officers found the men on the Paterson Plank Road at West Hoboken, making their way toward New-York with a wagon, in which was found a barrel of whisky, containing no Government brand, and a thousand of cigars in boxes, having no United States Revenue stamps upon them. The prisoners were held to await the action of the Government authorities.

DEATH FROM HEMORRHAGE.—Coroner WARREN, of Jersey City, held an inquest on Sunday on the body of ANDREW HANNA, a fireman on board of the Cunard steamer *Russia*, who died suddenly at 12 o'clock on Saturday night. Deceased was attacked with hemorrhage of the right lung on the 4th of August, and was under the care of the ship's surgeon, and supposed to be nearly well. On Saturday night he was again attacked, and died in a few minutes. Verdict in accordance with the facts as above. Deceased was a native of Glasgow, 24 years of age, and a single man.

SERIOUS RESULT OF A MELEE.—Yesterday forenoon five persons employed in the dying establishment of THEODORE BOTT, No. 193 Market-street, Newark, named JOHN and MARY GUTNER, FREDERICK DAHL, HENRY GUENLEIN and HENRY GELLER, were arrested on complaint of the wife of LOUIS BUISCH, who is also a workman at the above place. The complainant alleges that, on Thursday last, her husband was attacked by the above-named parties, who broke his arm and then threw him into a kettle of scalding water, by which he was so severely injured that his life is despaired of. It appears that the proprietor of the establishment, having just returned from France, furnished his employes with money for a jubilee. The accused parties claim that BUISCH became intoxicated and fell into the kettle of scalding water, and received his other injuries on account of not being able to take care of himself. They were held to bail in $200 each for examination.

INSULTING A LADY IN THE CARS.—A German named F. H. LEINHARD, 52 years of age, and residing in Meserole-street, Williamsburgh, was taken before Acting Recorder CUTLER, of Jersey City, yesterday, charged with grossly insulting Mrs. L. LOEWENTHAL, of No. 235½ Fulton-street, Brooklyn, while on the New-Jersey cars from Newark on Sunday night. The cars being crowded Mrs. LOEWENTHAL was under the necessity of taking a seat by the side of accused, when he proceeded to take liberties with her. Accused was committed to the County Jail to await trial.

SUPPOSED TO HAVE BEEN DRUGGED.—A. H. WILLIAMS, a commercial agent for H. E. DIBLEY & Co., of Murray-street, New-York, was found in a stupor on the arrival of the Owl train at Jersey City yesterday morning, as is supposed from the effect of some kind of drugs. After a great deal of difficulty he was partially aroused and was attended by Police Surgeon WATSON. He had on his person $2,500 in cash and $2,000 in drafts and checks.

SANGERFEST.—The German singing societies of Newark, numbering fourteen in all, held their third annual Sangerfest at Ehehalt's Park yesterday. They were accompanied by the Turnvereins, a veteran military company and Reinhardt's Band, and with their banners and flags made a very fine appearance in procession.

DROWNED IN THE CANAL.—A lad four years of age, named JOHN SULLIVAN, whose parents reside at the corner of Warren and Nuttman streets, Newark, fell into the Morris Canal on Sunday afternoon and was drowned. The body was soon after recovered.

DIED IN THE ALMSHOUSE.—A pauper who was found ill in the street in Jersey City on Sunday and was taken to the Almshouse, died in that institution yesterday.

BREVITIES.—A fire was discovered yesterday morning in the building No. 36 Market-street, Newark, but was speedily extinguished. From the fact that the front and back stairs leading to the upper stories were saturated with kerosene the fire was undoubtedly the work of design......HENRY YOUNG, of Newark, has been appointed Assistant United States District Attorney for New-Jersey......WM. H. MCKIRGAN'S Standard Oil Refinery in Newark has been seized for alleged frauds against the Government......There was a total of 60 deaths in Newark last week, of which 49 were children; cholera infantum caused 18 deaths......It is reported that a lad from Newton was bitten by a rattle-snake a few days ago in Salomon's Gap and died before he could reach home......A son of Mr. RANDOLPH, the miller at at Plainfield, was drowned in the stream above that place on Friday last......A young woman named SMITH, residing with C. C. HINES at Woodside, was very severely burned on Saturday by her dress taking fire while engaged lighting a fire.

Markets by Telegraph.

CINCINNATI, Monday, Aug. 19.

FLOUR firm and in some demand at $10@$10 50 for Family. WHEAT is in good demand and higher, closing at $2 17@$2 18 for No. 1 Red, and $2 30@$2 35 for No. 1 White and Extra. CORN in good shipping demand, closing at 88c. for No. 1. RYE advancing and firm at $1 15c. OATS dull at 57c.@58c. BARLEY in fair demand at $1 15 for No. 1 Fall. COTTON unchanged. WHISKY steady at 30c. in Bond. PROVISIONS firmer; the failure of the corn crop influencing the market. PORK in good demand; Mess, $23 50. BULK MEATS firmly held at 11¾c.@13½c., buyers offer 11c.@13c. BACON firmer; Shoulders, 12½c.; Clear Rib Sides, 15½c.; Clear Sides, 15¾c.@16c.; Sugar cured Hams, 20c.@22c. LARD firmer and in good demand at 12½c., held at 12¾c.; the short crop of corn causing a large speculative inquiry. BUTTER and CHEESE are unchanged. LINSEED dull. LARD OIL firm at $1. FLAXSEED in demand at $2@$2 10. SUGAR firm and in good demand; Raw, 11c.@15c. GOLD, 141.

BUFFALO, Friday, Aug. 19.

FLOUR dull, with a strong tendency downward; Spring is nominally quoted at $9 75@$10. RYE FLOUR $7 37½; sales 200 bbls. WHEAT in fair demand; sales 22,000 bushels new White Michigan at $2 34½@$2 35; 5,000 new Chicago No. 2 Spring at $2 10, to arrive; two cars Amber Ohio at $2 15, on the track. CORN quiet and advanced 2c.; sales 15,000 bush. No. 2 Western (early) at $1 03; and later, 15,000 bush. do. at $1 05, closing firm. OATS quiet and lower; sales 12,000 bushels new Western at 68c., to arrive this afternoon. RYE quiet; sales 7,800 bushels new, to arrive, at $1 25. BARLEY unchanged. PROVISIONS unchanged. FREIGHTS firm; 11c. for Corn. IN STORE—Wheat, 27,000 bushels; Corn, 26,000 bushels Oats, 38,000 bushels. RECEIPTS—Wheat, 82,000 bushels; Corn, 211,000 bushels; Oats, 65,000 bushels; Flour, 11,000 bbls. SHIPMENTS—Wheat, 7,400 bushels; Corn, 50,000 bushels.

CHICAGO, Monday, Aug. 19.

FLOUR steady and firm; Choice Spring Extras, $9 50@$10 75. WHEAT—Winter inactive and nominal; Spring is active; No. 3 has advanced 1½c.@2c.; sales of No. 1 at $1 88@$1 89, and No. 2 at $1 75@1 79. CORN quiet at 97½c.@98c. for No. 1, and 95c.@96c. for No. 2. OATS active and declined 1½c.@2c.; sales at 52c.@53c. for Nos. 1 and 2. RYE less active at a decline of 9c.@10c.; sales at $1 10 for No. 1, and $1 07 for No. 2. BARLEY advanced 4c.; sales at $1 for No. 2, in store. PROVISIONS inactive and nominal. BEEF CATTLE dull and unchanged. LIVE HOGS dull at $6 25@$6 62½ for common to good. RECEIPTS—6,000 bbls. Flour, 122,000 bushels Wheat, 190,000 bushels Corn, 172,000 bushels Oats. SHIPMENTS—4,800 bbls. Flour, 28,000 bushels Wheat, 90,000 bushels Corn, 72,000 bushels Oats.

OSWEGO, Monday, Aug. 19.

FLOUR in good demand and the market steady; sales 1,200 bbls. at $10 50 for No. 1 Spring, $11 50 for Red Winter, and $12 50 for Double Extra. WHEAT firm; sales 5,900 bushels Amber Michigan at $2 28. CORN better but dull; sales 4,000 bushels Illinois at $1 06, and 2,000 bushels ditto, at $1 08. OATS scarce and quiet. CORN MEAL, $2 50 ℔ 100 lbs. MILLFEED firm and scarce with a good demand. SHORTS, $20. SHIPSTUFFS, $28 ℔ ton. CANAL FREIGHTS firmer, but dull on grain: Wheat 9½c. Corn 7½c. to New-York. Lumber $3 75 to the Hudson. RAILROAD FREIGHTS—Flour to Boston, 70c.; to Albany, 60c.; to New-York, by rail and river, 50c. LAKE IMPORTS—12,500 bushels Wheat, 4,500,000 feet Lumber. CANAL EXPORTS—800 bbls. Flour, 410 bushels Wheat, 23,000 bushels Corn, 20,000,000 feet Lumber.

BALTIMORE, Monday, Aug. 19.

COTTON—Demand light, prices nominal and unchanged. COFFEE steady; no sales of Rio. FLOUR quiet and unchanged; millers have most sold ahead of delivery. WHEAT steady; supply light: White, $1 95@$2 50; Red $2 10@$2 50. CORN higher; White at $1 12@$1 50; do. Mixed at $1 10; Yellow, $1 17@$1 20; do. Mixed, $1 12. OATS declined 2c.@3c.; receipts large; sales at 70c.@75c.; do. damp at 65c. RYE—Sales at $1 30@$1 40, the bulk at the latter; receipts better. SUGAR dull and unchanged. PROVISIONS steady. MESS PORK, $23 75@$24 50; bulk Shoulders, $12; Bacon Shoulders, $13@$13 50; Rib Sides, $15 25@$15 50; Clear Rib, $16 25@$16 50. LARD—City, 13c.@13½c.; Western, 13⅛c. WHISKY dull and nominal.

TOLEDO, Ohio, Monday, Aug. 19.

FLOUR quiet but firm. White Wheat unchanged; Amber advanced 1c.; sales of White Michigan $2 26; Amber $2 16; No. 1 Spring $1 95, and No. 2 at $1 88. CORN advanced 1c. for No. 1, and 2c. for No. 2; sales of No. 1 Wabash at $1 05@$1 06; No. 2 at $1 00; Michigan at 98c. OATS unchanged. RYE $1 10. RECEIPTS of the week, 24,000 bbls. Flour, 107,000 bushels Wheat, 83,000 bushels Corn, 65,000 bushels Oats. SHIPMENTS—18,000 bbls. Flour, 138,000 bushels Wheat, 85,000 bushels Corn, 39,000 bushels Oats, 1,200 bushels Rye.

NEW-ORLEANS, Monday, Aug. 19.

COTTON stiffer; sales, 500 bales; receipts, 676 bales; Low Middling, 26½c.; Middlings, 28½c. FLOUR firmer, but quotations are unchanged. CORN dull; Mixed, $1 05; White, $1 12. OATS are firm, and in good demand: Inferior, 60c.; Prime, 65c.@70c. HAY dull and nominal at $28@$30. PORK dull at $26. BACON—The supply is light, with a fair demand; Shoulders, 14c.; Clear Sides, 18c.; Sugar-cured Hams, 20c.@22c. LARD—Tierces, 14½c.; keg, 14½c.@15c. Gold, 140½@140¾. Sterling commercial bills, 153@154; bankers, 155. New-York checks, ¼ ℔ cent. premium.

LOUISVILLE, Saturday, Aug. 19.

Sales of 92 hhds. Leaf TOBACCO at full rates; Lugs to Medium Leaf, $3 50@$17 25. Superfine FLOUR, $17; A No. 1 new, $10 50. WHEAT, $2@$2 05. CORN dull; shelled, 90c., with sacks, and 75c.@80c. in bulk. OATS, in bulk, 55c.@57½c. COTTON—24c.@25c. for Low Middling to Middling. GROCERIES active, and advanced ½c.@¾c. PORK, $23 50@$24. BACON—Shoulders, 12½c.@12¾c.; Clear Sides active at 16¾c.; fancy Hams, 21c., packed. LARD—Tierces 12¾. RAW WHISKY nominal at 30c.

PHILADELPHIA, Monday, Aug. 19.

PETROLEUM unchanged. COTTON, Middling Uplands, 27½c.; Orleans, 29½c. FLOUR dull and prices irregular; Spring Extra $10 50. WHEAT quiet; Red $2 35. RYE steady; Old, $1 45; New, $1 35. CORN firm; Yellow $1 23; Mixed Western $1 18. OATS in bad condition; damaged by storm, 75c.

MEMPHIS, Monday, Aug. 19.

COTTON quiet at 27c.@28c. CORN dull at $1 05@$1 08. OATS, 55c.@57c. PORK, $25 75@$26. BACON—Clear Sides, 16¾c.@17½c.; Shoulders, 13½c.@14c. Superfine FLOUR, $9@$9 25. CORN MEAL, $5 25@$5 50.

CLEVELAND, Monday, Aug. 19.

WHEAT firmer; sales of No. 1 at $2 17 and No. 2 at $2 09. CORN very firm and advanced 3c.; sales at 98c. for No. 1. OATS steady but unchanged. RYE quiet and steady. BARLEY quiet and steady. PETROLEUM dull and nominal.

PHILADELPHIA, Monday, Aug. 19.

BEEF CATTLE in fair demand, but prices unsettled; sales, 1,200 head at 10c.@16½c. ℔ lb. SHEEP dull and lower; sales 12,000 at 5c.@6c. ℔ lb. HOGS unchanged; sales 1,800 at $10@$10 50 ℔ 100 lbs. net.

MILWAUKEE, Monday, Aug. 19.

FLOUR scarce and unchanged. WHEAT quiet and drooping; sales of No. 1 at $1 82. OATS weak at 50c. CORN quiet at 95c. RECEIPTS—12,000 bushels Wheat. SHIPMENTS—2,600 bbls. Flour.

SAVANNAH, Ga., Monday, Aug. 19.

COTTON dull, with no demand, and quotations are nominally unchanged; Middlings, 26½c.@27c.

WILMINGTON, N. C., Monday, Aug. 19.

SPIRITS OF TURPENTINE quiet at 52c. RESIN steady; sales at $3 25@$6.

AUGUSTA, Ga., Monday, Aug. 19.

COTTON very stiff but prices are unchanged; sales of 17 bales Middlings, at 26c.

MOBILE, Ala., Monday, Aug. 19.

COTTON—No sales reported, and the market is nominally unchanged; receipts, 12 bales.

Philadelphia Stock Market.

PHILADELPHIA, Monday, Aug. 19.

Stocks steady. Pennsylvania State Fives, 99; Philadelphia and Erie Railroad, 28¾; Reading Railroad, 52½; Pennsylvania Railroad, 53¾; Gold, 141⅛. Sight Exchange on New-York at par.

[Advertisement.]

A bold robbery was committed on Wednesday night at Messrs. Pratt, Whitney & Co.'s Factory, on Flower-st., Hartford. The premises were entered at midnight by four men, two of whom knocked down and gagged the night watchman, while the other two rifled his pockets and secured the keys to the office, where they attempted to blow open the Lillie safe with powder, but the combination lock rendered the job useless. Then they went up-stairs to the Office of Weed's Sewing Machine Company, and blew open the safe (not Lillie's) and took $160, which was all the money in it, and made off, locking the doors behind them. It is thought the robbers left the city immediately after on the 1 o'clock train for Boston.

HARTFORD, Conn., Aug. 10, 1867.

LILLIE SAFE AND IRON COMPANY, No. 198 BROADWAY:—Our safe, Lillie's patent, not injured. Weed Company's safe, Jesse Delano & Son's lock, blown to pieces.

PRATT, WHITNEY & CO.

[Advertisement.]

HERRING'S Patent Champion Fire-proof Safes, and HERRING'S new Patent Burglar-proof Safes, with HERRING & FLOYD'S Patent Crystalized Iron—the only material which cannot be drilled—at No. 251 Broadway, New-York.

Movements of Ocean Steamers.

FROM EUROPE.			
Saxonia	Aug. 10	Hamburg	New-York
Union	Aug. 10	Bremen	New-York
Scotia	Aug. 10	Liverpool	New-York
Northern Light	Aug. 1	Bremen	New-York
Scotia	Aug. 10	Liverpool	New-York
City of Manchester	Aug. 10	Liverpool	New-York
Tripoli	Aug. 13	Liverpool	New-York
City of Antwerp	Aug. 14	Liverpool	New-York
Saxonia	Aug. 14	Hamburg	New-York
FOR EUROPE.			
Russia	Aug. 21	New-York	Liverpool
City of Dublin	Aug. 21	New-York	Liverpool
Weser	Aug. 22	New-York	Bremen
Denmark	Aug. 24	New-York	Liverpool
Hammonia	Aug. 24	New-York	Hamburg
City of Paris	Aug. 24	New-York	Liverpool
Periere	Aug. 24	New-York	Havre
Britannia	Aug. 24	New-York	Glasgow
West Metropolis	Aug. 24	New-York	Bremen
Nebraska	Aug. 28	New-York	Liverpool
City of New-York	Aug. 28	New-York	Liverpool
Java	Aug. 28	Boston	Liverpool
Wm. Penn	Aug. 31	New-York	London
Erin	Aug. 31	New-York	Liverpool
Hibernia	Aug. 31	New-York	Glasgow, &c.
Fulton	Aug. 31	New-York	Havre
FOR HAVANA, ASPINWALL, BRAZIL, &C.			
Rising Star	Aug. 21	Aspinwall	
South America	Aug. 22	Rio de Janeiro	
Columbia	Aug. 22	Havana	

Departure of Foreign Mails.

The mails for Europe *via* Liverpool, by the *Russia*, close at the General Post-office Wednesday, Aug. 21, at 8 A. M. Supplementary mail for paid letters on pier at Jersey City to 9:30 A. M.

The mails for the South Pacific, Central America, California, &c., by the *Rising Star* (Pier No. 42 North River) close Wednesday, Aug. 21, at 10:30 A. M.

The mails for Europe *via* Quebec, by the *Peruvian*, close Wednesday, Aug. 21, at 6 P. M.

Departure of Domestic Mails.

East Mails close at	5 A. M., 1:30, 2:20 and 6 P. M.
Western Mails	5 A. M., 3:30, 4:30 6:30 and 4:15 P. M.
Long Island	5 A. M. and 2:30 P. M.
Newport and Fall River	3 P. M.
New-York Central Railroad	5 P. M.
North Mails	5 A. M. and 4 P. M.
North Mail, Way	5 A. M. and 2 P. M.
South Mail at	5 A. M., and 4:30 P. M.

Passengers Arrived.

AUG. 19—*In steamship Britannia, from Glasgow*—B. G. Gaden, G. W. Jones, Mr. and Miss Wright, Mr. Lefhuly, Mr. Stubbs, wife and child, Annie Campbell, Mrs. M. Lindsay, Mrs. Mackie, John Mackie, D. Miller, J. Crossland, J. M. Soutrenan, J. Scott, J. C. Eadie, M. H. Cook, T. Humphrey and wife, P. Janire, E. L. Stoddard, L. Docheta, O. Crossland, Mrs. and Miss Wilson, W. Denaury, wife and son, and 300 in the steerage.

In steamship Raleigh, from New-Orleans and Havana—E. Quinn, wife and 2 children, O. Young and lady, Miss Maria Jordan, A. R. Mayer, W. P. Bryson. From Havana—Juan Garcia, F. Seiglie, J. F. Gonzalez, P. Acha, F. Rivera, A. H. Mandell, Wm. Johnson, A. Rodriquez, E. Fernandez.

AUG. 19—*In steamship Nebraska, from Liverpool*—E. F. De Lacy, Mr. Hurd, wife and son, Geo. Burroughs, wife and child, A. Walton, wife and child, Capt. J. Collier, R. Stern, E. Scott, wife, child and nurse, J. Hillier, wife and 2 children, Mrs. G. V. Brooks, F. Gottlieb, and 580 in the steerage.

MINIATURE ALMANAC—THIS DAY.
Sun rises..... 5 15 | Sun sets..... 6 51 | Moon rises... 9 49
HIGH WATER—THIS DAY.
Sandy Hook..10 47 | Gov. Island.11 36 | Hell Gate....12 50

MARINE INTELLIGENCE.

NEW-YORK....MONDAY, Aug. 19.

Cleared.

Barks Hulla, (Br.,) Ward, Sydney, N. S. W., R. W. Cameron; Enrique, (Argen.,) Orcutt, Rockport, Me., Metcalf & Duncan; Geestemunde, (Prus.,) Kulker, Cadiz for orders, Ruger Bros.

Brigs S. Duncan, Tyler, Savannah, N. L. McCready & Co.; Maria Louisa, (Span.,) Pares, Barcelona, Spain, Ferrer & Medina; M. A. Berry, Chase, Gibraltar, Miller & Houghton; Theresa, (Br.,) Corbett, Cow Bay, J. F. Whitney & Co.

Schooners George & Edgar, Smith, New-Haven, Conn., Rackett & Taylor; Mott Bedell, Bedell, Norfolk, T. B. Chase & Co.; Mohawk, Bradley, Richmond, Van Brunt & Slaght; Emily, Kelly, Galveston, Murray, Ferris & Co.

Arrived.

Steamship Britannia, (Br.,) Laird, Glasgow Aug. 7, and Moville 3d, with mdse. and 331 passengers to Francis Macdonald & Co. Experienced westerly gales for 7 ds. 16th inst., passed steamship City of Washington, bound E. 18th, 8:30 A. M., steamship The Queen; 10 A. M., steamship Iowa, both bound E.

Steamship Nebraska, (Br.,) Guard, Liverpool Aug. 6, and Queenstown 7th, with mdse. and 601 passengers to Williams & Guion. (The reported arrival of the above on the 17th inst. was an error.) 14th inst., lat. 46 57, lon. 37 43, saw bark Falsden, bound E. 15th, lat. 44 30, lon. 54 36, ship Roanoke, bound W. 16th, lat. 42 53, lon. 60 18, ship Mary Ogden, bound W. 18th, lat. 40 34, lon. 70 40, steamships The Queen and Celia, bound E.

Steamship Raleigh, Marshman, New-Orleans Aug. 10, and Havana 14th, with mdse. and passengers to Livingston, Fox & Co. Aug. 18, 8 miles S. of Hog Island, passed steamship George Cromwell, bound S.

Steamship Niagara, Blakeman, Richmond and Norfolk, with mdse. and passengers to the Old Dominion Steamship Co.

Steamship Virginia, Snyder, Norfolk and Richmond, with mdse. to the Old Dominion Steamship Co.

Steamship E. C. Knight, Dentz, Washington and Alexandria, with mdse. and passengers to Smith & Brown.

Ship Wm. Tapscott, Bell, Liverpool July 3, with mdse. and 234 passengers to Tapscott Bros. & Co.

Ship Montpelier, (of Thomaston,) Watts, Callao 80 ds., with guano to Snow & Burgess.

Bark Nereid, (of Boston,) Bearse, San Francisco May 7, with mdse. to master.

Brig G. W. Barter, Allen, Ponce, P. R., 24 ds., with sugar to Thompson & Hunter. On the night of the 8th inst. went ashore on Barnegat Shoals, where she remained until the 18th inst., when, after discharging her cargo into lighters, was got off by the Coast Wrecking Co., and towed up to the City.

Brig Giles Loring, (of Yarmouth, Me.,) Pinkham, Cow Bay 14 ds., with coal to Brett, Son & Co. Aug. 5, Alexander Service, seaman, jumped overboard, while at anchor in Cow Bay, and was lost.

Brig Acadia, (of Liverpool, N. S.,) Hicks, Fajardo, P. R., 12 ds., with molasses to Morrison & Phillips. Left no vessels.

Brig San Miguel, (Span.,) Sanchez, Havana 8 ds., in ballast to C. Marti.

Brig James Murchie, Stuart, Shulee 13 ds., with spars to Snow & Richardson.

Schr. Julia, (Br.,) Laprelle, Kingston, Jam., 15 ds., with logwood to Henry, De Cordova & Co.

Schr. San Juan, Brockett, St. Augustine, Fla., 19 ds., with mahogany to Bentley, Miller & Thomas.

Schr. S. N. Smith, Matthews, Providence, for Rondout.

Schr. Hannah Willets, Bouit, Providence, for Rondout.

Schr. Trade Wind, Hoffman, Lingan 23 ds., with coal to O. B. Swain.

Schr. Mary Allerton, Marsen, Lingan, with coal to the New-York Gas Light Co.

Schr. Thomas Jefferson, Chase, New-Bedford.
Schr. B. D. Pitts, Vail, New-Haven.
Schr. M. E. Woodhull, Woodhull, New-Haven.
Schr. Matilda Brookes, Oakes, Port Jefferson.
Schr. W. A. Vail, Parker, Saybrook.
Schr. Sarah Helen, Rowe, New-London.
Schr. Harry Landell, Wildin, Georgetown, D. C.
Schr. A. G. Ireland, Townsend, Georgetown, D. C.
Schr. Jos. Franklin, Randolph, Georgetown, D. C.

By Telegraph.

FORTRESS MONROE, Aug. 19—Arr. ships R. Sherman and Memnon, from Callao, with guano, for orders. The latter was spoken at the Capes and ordered to New-York.

PHILADELPHIA, Aug. 19—Arr. bark Esther, from Leghorn. Aug. 13 and 14, passed great quantities of wrecked stuff.

Miscellaneous.

The schr. Isabel, arrived the 18th inst. from Para, reports: 17th inst., Barnegat bearing N. W. 3½ miles, saw a schooner sunk, both topmasts standing just above water.

THE SUPPOSED EXPLOSION.—The supposed destruction of the steamtug Adelia by explosion, turns out to have been an error. It appears that the steamtug in going down the bay was run into by a schooner, which carried away the tug's pilot-house. It being dark at the time, the crew did not wait to pick up the wreck stuff, but returned to the City. Nothing having been heard of the crew or the accident, and the fact of her pilot-house having been picked up by another tug, gave rise to the supposition that she had blown up. She now lies at the foot of Christopher-street, North River, repairing.

FORTRESS MONROE, Aug. 19.—The pilot-boat Maryland reports that the ship Orpheus, from San Francisco, with wheat, arrived off the Capes yesterday. She has been ordered to New-York. The bark Lemuel, from Baltimore, has sailed for Malaga.

The ship Virginia, from Barcelona, in ballast, which went ashore on Willoughby Spit, was brought off this morning by wreckers. She is not damaged.

Spoken, &c.

Boa—bark, from New-York for Barcelona, Aug. 17, lat. 40 18, lon. 68 7.
Greenock—ship, of and for Greenock, from Trinidad, Cuba, Aug. 9, lat. 22 28, lon. 83 52.
Rutland—ship, bound E., was seen Aug. 15, no lat., &c.
Suliote—ship, of London, from Callao for Hampton Roads, Aug. 13, lat. 28 46, lon. 68 21.

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OFFICIAL DRAWING

Of the Georgia State Lotteries.—For the benefit of the "Masonic Orphan Home."

GEORGIA STATE—EXTRA CLASS No. 27, Aug. 19, 1867.
70, 1, 53, 42, 60, 69, 10, 77, 14, 24, 50, 55.
GEORGIA STATE—CLASS No. 28, Aug. 19, 1867.
48, 52, 73, 36, 55, 47, 68, 4, 44, 20, 70, 39, 61, 76, 60.
SUPPLEMENTARY—EXTRA CLASS No. 208, Aug. 19, 1867.
50, 35, 77, 67, 30, 28, 20, 57, 53, 51, 36, 47.
SUPPLEMENTARY—CLASS No. 209, Aug. 19, 1867.
8, 12, 71, 28, 15, 25, 67, 20, 58, 13, 47, 59, 2, 64, 34.
BOYD, WILSON & CO., Managers, Atlanta, Ga.

Combination tickets in the above Lottery now ready. The drawing of Class "B" on the Havana plan—capital prize $60,000—will take place on Aug. 21, 1867. Tickets $12, $6, $3, $1 50. Circulars sent and all orders immediately attended to by addressing

McINTIRE & CO.,
No. 128 Chatham-st., New-York City.

OFFICIAL DRAWINGS.

KENTUCKY—EXTRA CLASS No. 491, Aug. 19, 1867.
50, 42, 63, 40, 54, 1, 3, 74, 26, 62, 36, 46, 38.
KENTUCKY—CLASS No. 492, Aug. 19, 1867.
15, 75, 52, 57, 22, 55, 10, 12, 67, 53, 63, 17.
SHELBY COLLEGE—EXTRA CLASS No. 415, Aug. 19, 1867.
56, 17, 68, 72, 2, 21, 16, 5, 37, 52, 58, 26, 42.
SHELBY COLLEGE—CLASS No. 416, Aug. 19, 1867.
19, 43, 75, 27, 14, 74, 72, 67, 28, 37, 48, 59.

Circulars and information furnished in the above lotteries. J. CLUTE, Broker, Nos. 176 Broadway and 158 Fulton-st.

PRIZES CASHED IN ALL LEGALIZED lotteries. Information given. Circulars sent free.

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